Fit "TripleX"- and be safe
Regd




# THE SPHERE

Vol. CLXXXVII No. 2442 WITH WHICH IS INCORPORATED THE GRAPHIC NOVEMBER 9 1946



Bulmer's

CHAMPAGNE CIDER

DIEU ET MON DROIT

BY APPOINTMENT
Cider Makers
TO H.M. KING GEORGE VI
H. P. Bulmer & Co. Ltd.

A completely new 2½ litre, 6 cylinder

LAGONDA

is indeed a car worth waiting for

LAGONDA LIMITED STAINES ENGLAND

McVITIE & PRICE

*Biscuits of Highest Quality*

EDINBURGH • LONDON • MANCHESTER

Cephos

Pronounced See foss

THE PHYSICIANS' REMEDY

*The Safe Remedy*

*Sold everywhere in Tablet and Powder form*

1/3 & 3/-

*Including Purchase Tax*

FOR COLDS AND 'FLU

GREYS CIGARETTES

*Just honest-to-goodness tobacco*

CHAPLINS

CELESTA

SHERRY

W. H. CHAPLIN & CO. LTD. ESTABLISHED 1867. LONDON & GLASGOW

*Bass*

TRADE MARK

REMAINS SUPREME

ALL CLASSES OF INSURANCE TRANSACTED

CAR & GENERAL INSURANCE CORPORATION LTD.

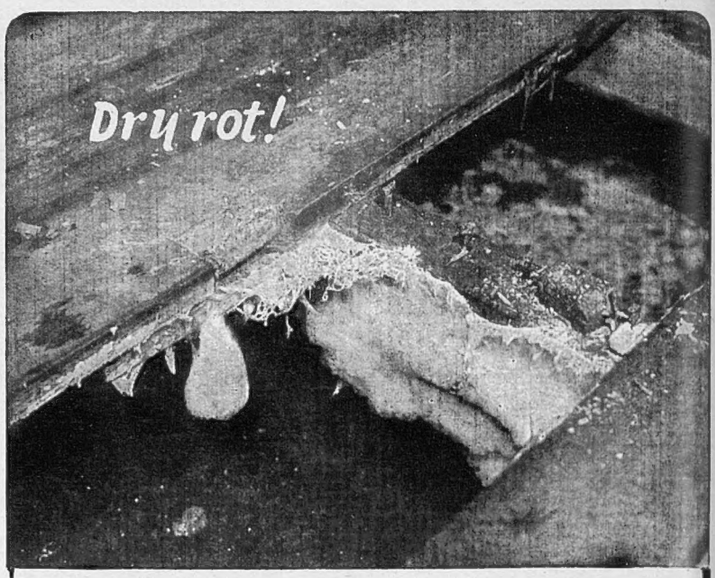
83, PALL MALL, LONDON, S.W.1.

ALVIS

*Individuality*

**THE FOURTEEN Four-light Saloon** ex works **£855**

ALVIS LTD., COVENTRY *Purchase Tax* £238 . 5 . 0




## *Dry rot is a menace*

Its prevention and cure has always been of high priority, but the existing shortage of timber makes the need for Solignum imperative. For over 40 years Solignum has been used for the protection of woodwork against dry-rot and decay. It destroys the dry-rot fungus wherever Solignum is brought into contact and also gives complete immunity against attack.

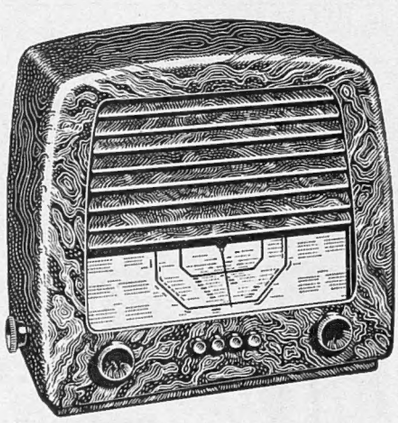
Solignum is also used all over the world for the protection of timber against attack by white ant, wood-borers and other destructive insects. But it must be Solignum—applied by brush coating, spray-guns or by dipping.

**SOLIGNUM LTD., Donington Hse., Norfolk St., Strand, W.C.2**

WOOD SOLIGNUM PRESERVATIVE

## *Thanks for the applause!*

We knew listeners would like our 5-valve all-wave superhet receiver, and we were right! Although supplies are limited this set is well worth a little patience . . . a first-rate all-rounder, with particularly fine quality and good short wave sensitivity. Ask your radio dealer.



*Prices of the radio receiver illustrated above:*

AC MODEL **£15.15** *(plus £3.7.9 purchase tax)*

AC/DC MODEL **£16.16** *(plus £3.12.3 purchase tax)*

**G.E.C.** MANUFACTURERS OF RADIO & TELEVISION

*Advt. of The General Electric Co. Ltd., Magnet House, Kingsway, London, W.C.2*

DIEU ET MON DROIT

BY APPOINTMENT
THE EDISON SWAN ELECTRIC CO.,LTD.
SUPPLIERS OF ELECTRIC LAMPS

*Royal*

**"EDISWAN"**

*Lamps*

(L.78)

THE EDISON SWAN ELECTRIC CO. LTD., 155 CHARING CROSS ROAD, LONDON, W.C.2

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

**THE ROYAL FAMILY AT THE ROYAL COMMAND FILM SHOW—IN THE FOYER OF THE EMPIRE, LEICESTER SQUARE, AFTER MAKING THEIR WAY THROUGH A CROWD 50,000 STRONG : London saw its biggest throng since Victory Day, and many fainted in the crush when attempting to reach their seats**

With 50,000 people thronging Leicester Square and its approaches, the Royal Family had to follow a phalanx of mounted police to reach the entrance to the Empire Cinema for last week's Royal Command Film Show, and at times, declared the King, his car was only on two wheels. The West End had not seen such crowds since Victory Day, and American screen stars, who had come over specially for the Command Performance, and had to fight their way through the throng, found that a Hollywood first night paled into insignificance compared with this. Women had furs torn from them as they struggled through the milling crowd ; many fainted and some were injured, and in the flower-decked foyer of the Empire over 100 people were treated at the emergency first-aid station. Two hundred police were on duty, but they clearly never expected quite the rush which did occur

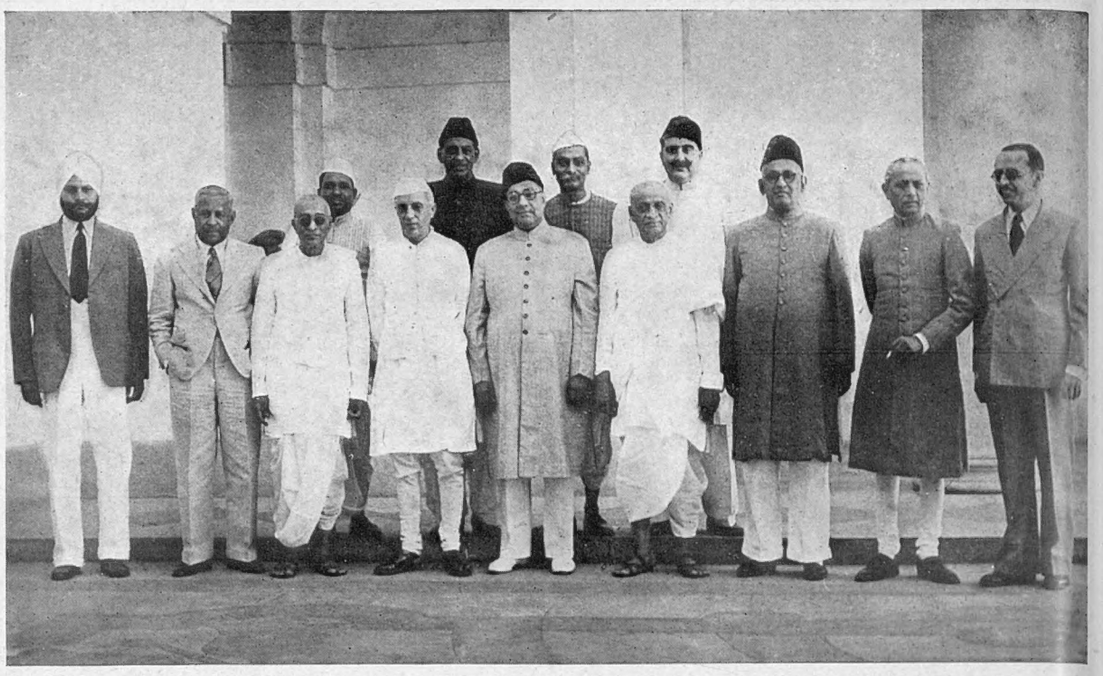
Postage—Inland, 2d. ; Canada and Newfoundland, 1d. ; Elsewhere Abroad, 1½d.

# A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

**Social Justice.**—"Social justice" is a splendid ideal—and as a phrase or party slogan quite as attractive as "a property-owning democracy," and not less specious. The present moment (we are told by the Government) is the brief interim or suspense period before at long last "social justice" dawns on our country. And few will quarrel with the words "interim" and "suspense." If the British race has any forms of national genius (and it *has*), the two outstanding and enviable forms are: (1) a genius for getting themselves (and others) out of the difficulties and dangers engendered by lethargy and wishful thinking; (2) a genius for bringing about great reforms by peaceful evolution rather than by revolution and barricades. No. 2 is the wonder and admiration of Europe. It is a thousand pities when any British Government forgets it and seeks to force the pace of reformation. That is what Mr. Attlee's Government is doing—with obvious excuses. The age of privilege undoubtedly dragged on too long. "Social justice" was too slow a-coming for a majority of the nation. But whenever a violent change is forced on the British, political reaction swings too far and fanaticism's axe is inclined to cut too swiftly and ruthlessly at the roots of all things, good or bad. Hence it is that a bare minority feels that "social justice" is as far off as ever. All we have is perhaps "poetic justice" but not social justice. We have but substituted one "depressed class" for another. We have but created a new class of "untouchables" (if, indeed, "touchable" would not be the *mot plus juste*).

**The New Untouchables.**—The scales of justice are weighted too patently against the landed or property-owning class, the once "privileged" class, and this would appear perhaps a less obvious injustice if there were not included in this newly-outlawed section of the community so many thousands of humbler folk, once on the fringe of "privilege"; pensioners, retired Service men, genteel widows and so on. I do not think that an impartial historian of the future will view the social justice of 1946-47 more favourably. He will no doubt remember our genius for reform by slower and peaceful evolution, and may well regret this Government's intemperate zeal for rushing the New Jerusalem. For, if there is one thing needful to-day, it is for a united nation; and that unity, on which alone the vital "long and strong pull and the pull together" depends, is utterly impossible while social justice is no more than "poetic justice" and implies deliberate prejudice towards any one class. If, indeed, we could fairly blame this individual or that, this class or section or that, for the greed and selfishness of the Edwardian age, we might accept poetic justice as adequate. But that is absurd. "The Duke of Omnium" was no more to blame than was his footman for the social conditions that obtained between 1814 and 1914. So long as I am conscious—painfully conscious—of the present miseries and the patent injustices now practised by Government policy, under the name of "social justice," on thousands of innocent victims of a system which they did not create and had no power to alter, including pensioners, retired officials, poor gentlefolk in reduced circumstances, now living out their last days in misery and distress, uncared for and unregarded—so long I shall be more resentful of the injustices of Socialism than concerned to co-operate in its ideals in unity of spirit. It is a travesty of any form of justice to avenge past injustices on one class by planned injustices to another, and such practices are death to unity. Messrs. Dalton, Morrison and Bevan, among the Ministers, are not encouraging it.



**THE COALITION TAKES OFFICE—INDIA'S NEW AND MORE REPRESENTATIVE CABINET: Members of the Interim Government seen together at Viceregal Lodge after the Muslim League had agreed to take portfolios and had been sworn in by the Viceroy, Lord Wavell. Left to right, front row: Sardar Baldev Singh, Dr. John Matthai (Muslim League), Mr. Chakravarti Rajagoppalachari, Pandit Nehru (Chief Minister), Liaquat Ali Khan (Secretary-General of the Muslim League), who takes the portfolio of Finance; Sardar Vallabhai Patel, Asaf Ali, and C. H. Bhabha. Back row: Jagyuan Ram, Raja Ghazanfar Ali Khan (Muslim League), who becomes Minister of Health; Rajendra Prasad, and Sardar Abdur Rab Nishtar (Muslim League), who becomes Minister of Communications, Post and Air**

**An Eye for Beauty.**—If you read the almost daily heart-cries and protests in the Press against the choices of battle training-grounds in this small island, you must come to the just conclusion that the War Department has an eye for beauty. One petulantly remarks, no doubt unjustly and hastily: "Why must they always choose a beauty spot, beloved by the public?" This "eye for beauty" is seldom æsthetic. Rather it is sadistic. The beauty spot is pretty quickly raped and ruined when the tanks and guns and bombs have got going on the job. Of course, it is an unfair generalisation. The second world war of our time being over, the third is very much in our thoughts, and "we've got to be prepared," and we must train our men in the use of the antiquated "bows and arrows" used in World War II, since, as usual, we cannot forecast the nature of the next set and are debarred from practising with atomic gadgets. But it is not merely a sense of justice which deters me from rushing screaming into the arena of protest. A selfish instinct for "self-preservation" also deters me. If our protests succeed in hounding the W.D. off this beauty spot or that, they will probably settle on another nearer my own home! They are getting devilish near at last. They have made an eyesore of the Borden area, and now, I hear, they mean to make Kingley Vale (or Bottom), Bow Hill and Stoughton Down a field-firing area. (National Trust "ownership" is no safeguard. The W.D. wishes to retain Witley Common.) I would not call Kingley Bottom beautiful. It is very interesting and weird, as are many folds below the South Downs, and no doubt is a natural firing-range. I would not say it was often crowded with sightseers. But of course I deplore its destruction. The truth is: this England was so damnably handled in the 1930's by greedy, tasteless, commercial development that there remain singularly few unspoilt counties. West Sussex has been lucky. Now it is threatened. For industry also has an "eye for beauty"—Midhurst Whites have an eye on the surviving beauties of Midhurst Common. Shinwell has had his will with Wentworth Woodhouse, and so on *ad lib*. England is full of areas of hideosity. But these areas are mostly populous, and those who live in them are as clamorous as we in West Sussex. Everybody thinks his own place an *angulus ridens*. The solution is peace, security, reduction of armaments, brotherhood among nations, sanity. And that, as a solution, is "a long shot, Watson."

**The Complete Robot.**—Science is at it again. A new triumph for scientists, a new blessing for humanity, is on the threshold—the electronic brain. I cannot throw my hat in the air. I remain cold and apathetic. Very wrong and retrograde, of course. It must be a *good thing* to have in this country a few brains which can reason, calculate and, best of all, *remember*, even if one such uses as much juice as 100 radiators and employs 18,000 valves. Indeed, I should be more enthusiastic if the making of robots were left to the scientists. At the moment the Government is in the field of competition, and in its amateur way is turning out robot brains by the thousand. A very inferior article which can neither reason, nor calculate, nor remember, but still a robot of a sort. But, since we learn now that juice for lighting and heating will be short and rationed for years to come, I doubt if we should sacrifice the comfort of 100 radiators to create even one perfect robot. Why cannot science bend its resources to the task of improving the millions and millions of minds clothed in living flesh, which are in urgent need of repair and improvement? If science could devise new vaccines whereby to engraft on the post-war human mind the virtues of memory, of reason, of discipline—what a triumph for the scientists, what an unqualified blessing for humanity! But surely to Heaven we have got all we want in the robot line.

**At Burlington House.**—If ever it pays to take a season ticket it pays in the case of the King's pictures. Here is shown a national gallery as broad and deep and high as that which reveals European art through the ages in Trafalgar Square. Twenty hours of careful study would no more than break the crust of all there is at Burlington House to learn and to enjoy. Of our English sovereigns the palm as national art collector goes to King Charles I, who in the past has received most of the praise and whose great collection was seriously dispersed during the Protectorate, and to George IV and Victoria and Albert, who here and now receive tardy acknowledgment. George IV employed the shrewdest agents to advise and to buy for him, and the Prince Consort was by no means addicted only to Landseer and Winterhalter, for he revived British interest in the Primitives. Nor should George III be forgotten. He added, among a wealth of Italian masters, the glorious range of Canalettos from the Smith Collection formed in Venice—and his patronage of Gainsborough as portrait painter added a chief glory to the royal collection. I have often seen the pictures which come from Windsor Castle, but very few of those hung at Buckingham Palace. My chief interest during my first visit to Burlington House was divided between the Gainsborough groups and the attractive Liotards and the Canalettos—which only proves that it takes a lifetime of study to get a notion of the treasures at Windsor Castle.

**What the Reading Public Wants.**—If publishers of books don't know what the reading public wants, they don't know their own business. It follows, therefore, that they *know*, and act accordingly. But their evidence is not unanimous. Some publishers tell me that books on the war are as out of date as is the reign of King George V. That the public is tired of war books would never surprise me and, *a fortiori*, books about war criminals. But, in fact, wherever I turn, I find myself confronted by announcements of, or extracts from, forthcoming books or articles on war criminals. *I Was Hitler's Chiropodist, I Dined With Goering, I Was Himmler's Hosier*—it seems that anyone even remotely and briefly associated with these dead carrion has something to sell which the reading public will still buy. And that surprises me. It surprises me more that the reading public shows no resentment, here or in America, towards those slick pedlars who sell the knowledge which they acquired confidentially during the war concerning the doings and sayings of the greatest Allied war leaders in times of stress and crisis. There is no dirtier form of literary salesmanship.

THE OLD STAGER

**AN IDEA FOR CHRISTMAS**

What could be a better choice for a friend or relation abroad than a subscription to THE SPHERE for six or twelve months? Imagine the pleasure it would give them to receive this world-renowned journal regularly every week. *A greetings card will be sent with the first copy if desired.* Subscription rates may be had on application to the Publisher, Commonwealth House, 1, New Oxford Street, London, W.C.1.

THE SECRETARY-GENERAL OF THE UNITED NATIONS MEETS HIS ASSISTANTS: Mr. Trygve Lie, of Norway, conducting his daily conference at Flushing Meadow, New York, at which he briefs the departmental chiefs on the work of the day. Starting at the left and reading clockwise round the table are: Mr. Abe Fellier (United States), Director of the Legal Department; M. Henri Laugier (France), Assistant Secretary-General in charge of Social Affairs; Mr. Ivan Kerno (Soviet Russia), Assistant Secretary-General in charge of the Legal Department; Mr. Adrian Pelt (Netherlands), Assistant Secretary in charge of Conferences and General Services; Mr. Trygve Lie, the Secretary-General; Mr. Andrew Cordier (United States), Assistant Secretary-General in charge of Financial Services; and Mr. Tor Gjesal (Norway), Assistant to the Assistant Secretary-General. Mr. Trygve Lie was engaged for weeks in preparing for the General Assembly's meeting at the new headquarters. The formal opening was conducted by President Truman at Flushing, but there was an earlier social gathering at the Waldorf Astoria Hotel, followed by a "triumphal drive" down Broadway

## BEHIND THE SCENES AT FLUSHING MEADOW

**Mr. Trygve Lie and His Assistants at the General Assembly of the United Nations**

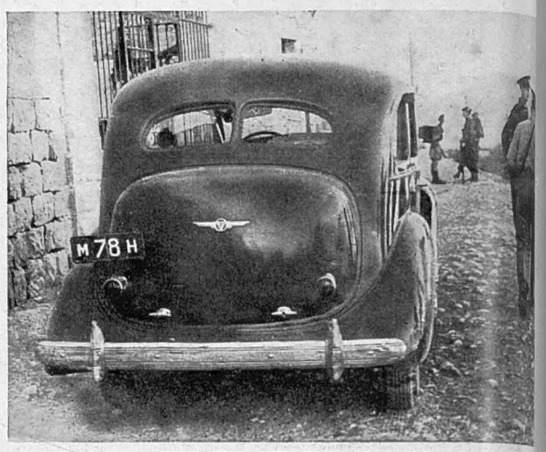
*On left—*

**A MOMENTOUS GATHERING ON THE ROSTRUM AT FLUSHING MEADOW: In the foreground M. Spaak, the President of the General Assembly of the United Nations, is seen with M. Trygve Lie, the Secretary-General, as they introduce the eight newly-appointed Assistant Secretaries-General. Standing behind them are the seven new Vice-Presidents, who were elected and sworn-in on the same day. They are, left to right—M. Papanyi, Dr. Wellington Koo (China), General Smuts (South Africa), M. Pavodi, Mr. Noel Baker (Great Britain), Senator Warren Austin (the United States) and Mr. Vishinsky (Soviet Russia). The first big speech of the session came from Mr. Noel Baker, who addressed the Assembly on the vital question of atomic energy. He demanded absolute international control of the weapon**

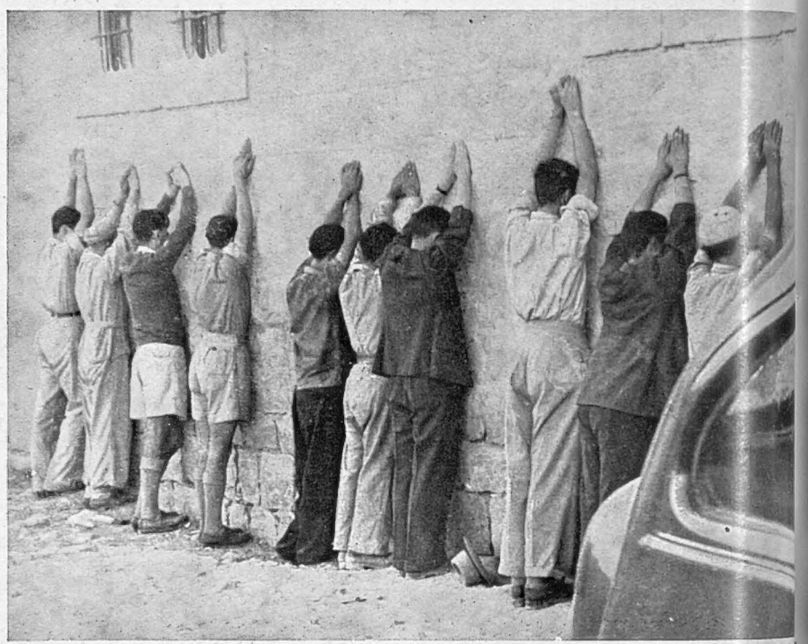
# THE JERUSALEM STATION BOMB OUTRAGE

## And the Subsequent Round-up of Suspects

AFTER THE EXPLOSION AT JERUSALEM RAILWAY STATION : Debris scattered outside the station-master's office following the outrage which took place on October 30, not twenty-four hours after the Zionist Council's resolution condemning terrorism. It appears that a taxi drove up to the station carrying three people with suitcases. They took the suitcases, containing explosives, to the waiting-room, and then returned to the car. As they drove off they opened fire on the station, and a machine-gunner on the roof replied. One suitcase was dragged out into the open before it exploded, but the other two bombs did considerable damage. Meanwhile, another large-scale round-up of suspects was at once instituted and throughout Jerusalem stringent defence regulations were put into force




THE TAXI IN WHICH THE ATTACK WAS MADE : The cab was stolen from a rank, and, after the station bombing, it was stopped at the Jaffa Gate, the three suspects inside it being wounded. The police have been searching for a red-headed woman who also had a part in the attack

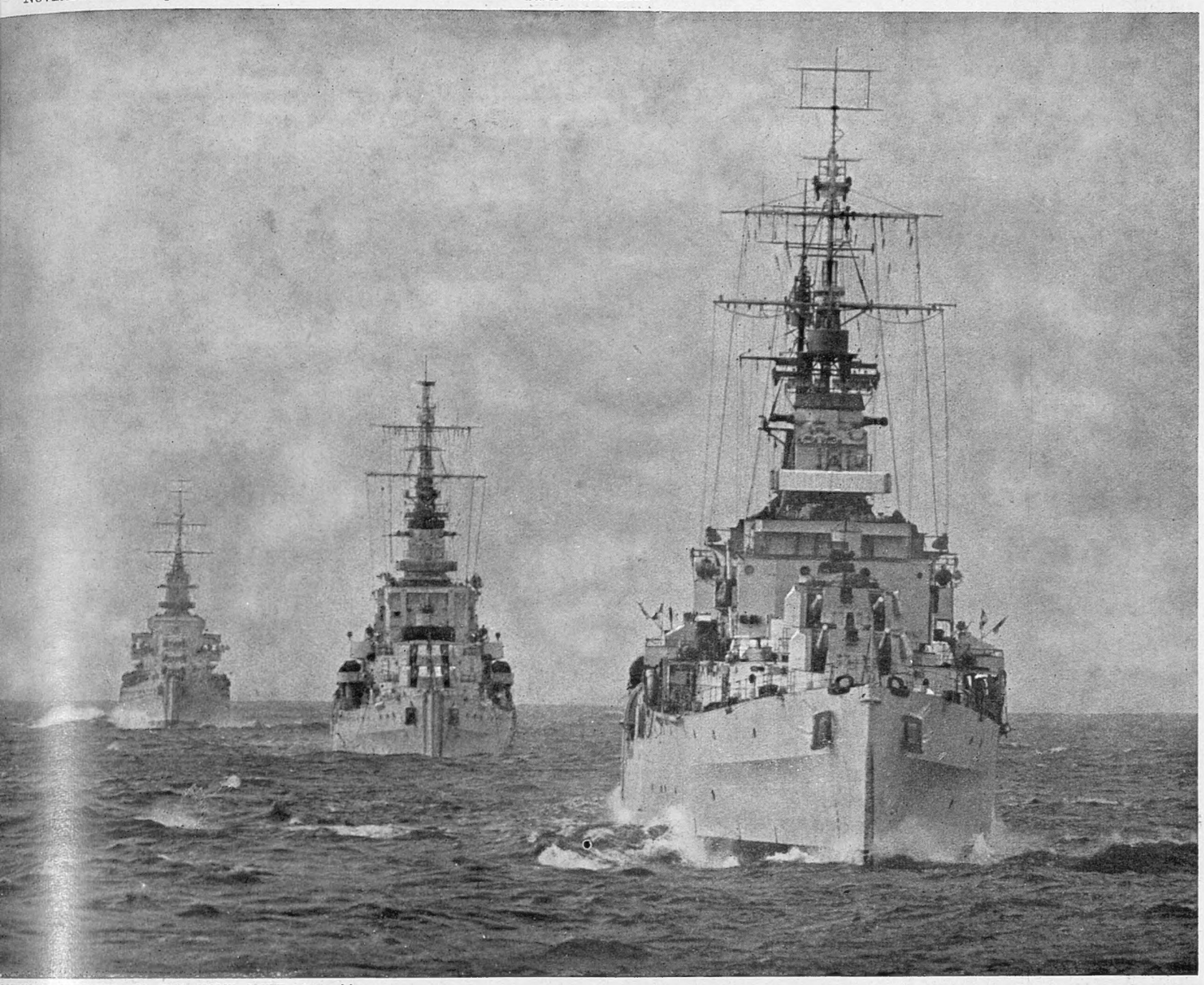


THE SEARCH FOR ARMS IN OLD JERUSALEM : With their hands in the air citizens are lined up against a wall for investigation. By doing this the police made sure that those who were in possession of arms could not get rid of them without being observed

# THE WRECKED ROME EMBASSY

## Another Bomb Outrage in which Suitcases were Employed

THE WRECKED BRITISH EMBASSY IN ROME : An interior view of the building and (*on right*) the exterior after two time-bombs had exploded in the early hours of the morning of October 31. No members of the Embassy staff suffered injuries in any way, but one Italian civilian, passing at the time of the explosion, was removed to hospital in a critical condition. The bombs were placed in two suitcases and they were put one on top of the other against the main door of the Embassy in the Via Venti Settembre. It is feared that the whole structure of the Embassy may have been irreparably damaged, and that it may be necessary to rebuild. The Italian Foreign Minister at once cabled an official apology to the British Government. Several arrests were made

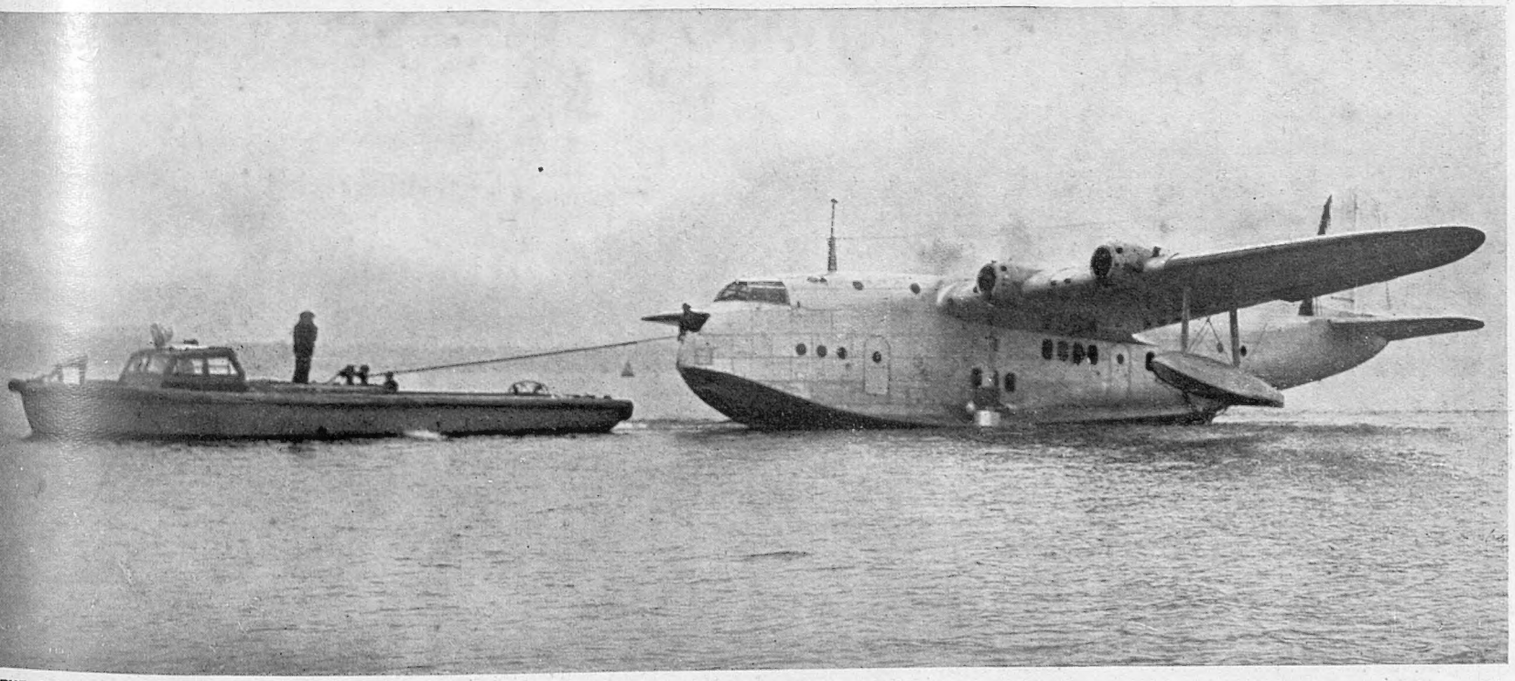


**AUTUMN EXERCISES OF THE HOME FLEET: Warships of the 2nd Cruiser Squadron in action during their "four-day war" which ended last Saturday when the squadron steamed into Portland**

## HOME FLEET "IN BATTLE"

### Elaborate Exercises Off the West Coast

The Home Fleet, led by the battleship *King George V* and the aircraft-carrier *Implacable*, has just completed a series of the most elaborate exercises in which the Second Cruiser Squadron took a leading part. When the Fleet was south of the Hebrides four supply ships were subjected to a combined submarine and air attack, but the radar apparatus in the cruiser *Superb* spotted the submarines before they could do any harm. Later there was a convoy exercise in St. George's Channel and a mock submarine attack off Land's End. In every case radar played an important part in the scheme



**THE LAST OF THE "CANOPUS": The old flying-boat of the famous "C" class being towed, minus her engines, from Hythe to Marchwood, Southampton Water, prior to beaching and breaking up**

## THE "CANOPUS" RETIRES

### A Famous Flying-boat to be Broken Up

The "C" class flying-boats have been in continuous operation for 9½ years on the Britain to South Africa passenger route and, having rendered yeoman service, they are now being withdrawn to make way for the land-plane service, which will have its terminus at Johannesburg instead of the present terminus at Durban. The *Canopus* is the first to be withdrawn from service, and the others will probably all follow before the New Year. During their careers the "C" Class clippers gave a magnificent display of reliability, and did much to advertise to the world the superiority of British aircraft

# BOAT-LOAD OF GLAMOUR

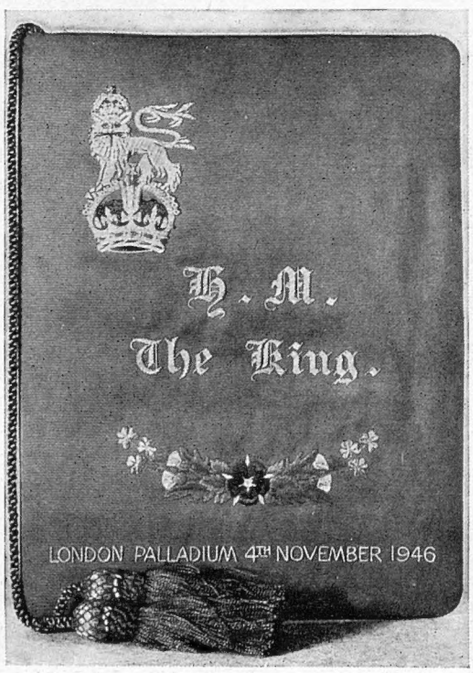
## Some of the Hollywood Stars Who Came to England in the *Queen Elizabeth*

HER FIRST NIGHT IN LONDON: Glamorous Joan Bennett, wearing a plain gold snake necklace, seen at the Claridge's reception for the stars who came over in the "Queen Elizabeth" to attend the Royal Command Performance at the Empire, Leicester Square

HILARITY AT THE MIKE—A MID-ATLANTIC INTERLUDE: Producer Walter Wanger and his wife, Joan Bennett, Norman Seigel, Dorothy Malone, Ray Milland, Brian George (of the B.B.C.), Pat O'Brien and Reginald Gardiner making a recording for the B.B.C. in the gymnasium of the "Queen Elizabeth"

BOAT-DECK PROMENADE: Reginald Gardiner and Mrs. Gardiner, with Ray Milland, of "Lost Week-End," and Mrs. Milland waiting to disembark from the "Queen Elizabeth" on arrival at Southampton. On reaching London Ray Milland was hard put to it to escape the encircling fans

RAY MILLAND TALKS IT OVER WITH MICHAEL REDGRAVE: The Hollywood screen star and the London stage star seen together at the Claridge's reception which preceded the Royal Command Film Performance at the Empire. Ray Milland's success in "Lost Week-End" has brought him right into the front rank of Hollywood box-office attractions



HAND-WORKED SOUVENIR PROGRAMMES FOR THE ROYAL FAMILY: *Above and on right*—The programmes given to the King and Queen, Princess Elizabeth and Princess Margaret at the Royal Command Variety Performance at the London Palladium. The programmes were made by a firm of London Regalia Makers, Messrs. Toye, and they were given by them to the Variety Artists' Benevolent Institution for presentation to the Royal Family. The King's programme was made from Royal blue gros-grain silk and the others were in white silk

PRELUDE TO THE MECCA JOURNEY—THE KISWA IS BORNE IN STATE ROUND THE PARADE-GROUND AT ABBASIA, CAIRO: The Holy Carpet being shown to the public before being placed in the keeping of Sheikh Mustafa Abdel Razek, Rector of El Azhar University, Cairo, who this year acts as the Prince of the Pilgrimage, taking the Holy Carpet on the annual journey to Mecca, where it will cover the Sacred Stone. The day of departure is celebrated as a holiday

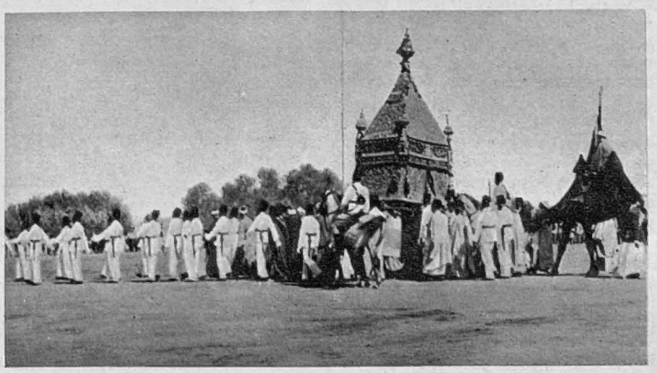
THE MAHMAL ALSO GOES TO MECCA: This elaborately embroidered howdah is the symbol of Royalty and it accompanies the Kiswa on the Pilgrimage to Mecca, receiving Royal honours at every point of the journey. The camels which bear the Mahmal, are retired for life on their return from Mecca

# THE HOLY CARPET GOES TO MECCA

## Scenes of Pageantry at the Departure from Cairo

The journey to Mecca of the Holy Carpet (the Kiswa) and the sacred howdah and symbol of Royalty (the Mahmal) is traditionally an annual ceremony, and, although it lapsed for some years in King Fuad's reign, it was revived again in 1937 by his successor, King Farouk. The departure of the Mahmal and Kiswa is always a big event in Cairo, and recently many thousands of Cairenes gathered on the parade-ground at Abbasia to watch the ceremonial leave-taking by the Prince of the Pilgrimage, who this year is the Rector of El Azhar University. King Farouk's representative for the occasion was the acting Prime Minister, Abdul Kawi, and he handed the lead-rope of the Mahmal's camel to the Prince of the Pilgrimage after the Mahmal and the Kiswa had been carried seven times round the parade-ground. When the pilgrims reach Mecca the Holy Carpet will be draped round the Kaaba, or sacred black stone

DEPARTURE CEREMONIAL ON THE PARADE-GROUND AT ABBASIA: Zaater Bey (right), the Director of the Mecca Pilgrimage, hands the lead-rope of the camel which carries the Sacred Carpet to Abdul Kawi Ahmed Pasha, the representative of King Farouk. Later it is given into the keeping of the Prince of the Pilgrimage



THE START OF THE JOURNEY TO MECCA: The Mahmal, symbol of Royalty, leaving the parade-ground en route to Mecca after the Prince of the Pilgrimage has signalled the moment for departure

# WHY THE HOLD-UP ON THE SHIPPING LANES?

## A Host of British People Seek a New Life in the Commonwealth, but Adequate Transport is Not Available

By FERDINAND TUOHY

THE sumptuous re-maiden voyage of the *Queen Elizabeth*—even to important children being able to sail the ship from a miniature bridge—had two effects. It filled people with pride that a British leviathan should be the first to restore the indulgences of peacetime to those very seas where most tragedy had prevailed, and it focussed attention on the need to unscramble the other 99 per cent. of the overseas shipping situation.

At this stage the problem is very largely a Commonwealth one, and its principals appear to be four in number: the Director of Sea Transport, London, the Shipping Lines, the Dominion Emigration Authorities, and the Public. And the problem is—how to make the best and the fairest use of the liners that survived the war? A recent statement to the effect that 85 per cent. of accommodation would now be available on most lines for the non-priority traveller sounded grand; but it was very soon exposed as the customary Whitehallese. What should have been said was this:—

"The shipping companies have now the authority to book passages for the ordinary public up to 85 per cent. of a ship's accommodation. But there is no use in them allocating berths until the autumn of 1947, at the best of things, because the back-log of reservations that have been made for Government-sponsored persons and the Services will not be cleared before then. And even where members of the public are given berths for a year hence, they must be prepared to hand them over to priority nominations that we shall make between this and then."

The secrecy of the sea laps right up to the portals of Berkeley Square and Cockspur Street, and is a sad commentary on the times through which we live. How many liners less we have, compared with 1939, and to what usages are the liners still in requisition being put—such are questions to which no answers may be given, in the interests of national security.

All that one gets to know is that liners have begun to trickle back to their companies—three to the P. and O. may serve as an indication—and that, of ninety liners that were requisitioned, twenty, all told, have been handed back. But six months are usually needed to alter these vessels from the troopers they became, to the re-converted types capable of accommodating civilian passengers who don't mind travelling "hard"—in dormitories and cafeterias—after they have paid for the re-conversion in increased fares.

The first of these re-converted liners sailed, I believe, only in September, and one Dominion is so anxious for quick emigrants that it has asked Downing Street to make three troopers available at once, without waiting for re-conversion. This is South Africa, which has opened emigrant offices in Amsterdam and Rome, and as the troopers are required to sail "from European ports," a fair presumption is that they would carry chiefly Dutch, Belgians and Italians to the Union ahead of would-be emigrants from this country. These have right of way and are wanted over other nationalities. But they are stuck in a terrific traffic jam that requires to be sorted out.

One hears a variety of reasons why settlers should not leave the United Kingdom. The housing position overseas is worse than here. The Dominions are not ready to receive them until their own re-settlement and re-employment schemes have been carried out. Besides, the very ones who are keenest to go are those most needed here at home—builders, artisans, farmers, workers in light industries. And, anyway, there 's no shipping and settlers have got to wait their turn at the end of the queue, after the Government, and the Government's friends, and the Government's friends' friends, have had the run of the decks!

I wonder if it isn't time some member of the Cabinet were given the task of making an overall report on this question which seems to range farther than has yet been generally appreciated? The very people who din the Empire into us are the ones who grab shipping berths on the flimsiest excuse (something to do with the export drive, is the best bet), and who fail to turn such ships as are available, to that best of all Empire supports, the shipment overseas of the right people to the right place at the right time.

It may be wounding to the national self-esteem, but there *is* a rush to leave the British Isles, more pronounced numerically and in other ways than were kindred movements after the Napoleonic Wars, in mid-nineteenth century, and following the 1914-18 conflict.

Some of the waiting-list, in fact a good deal of it, explains itself. There is nothing abnormal about it. Not only was migration to the Dominions kept to a low point in the 'thirties; for seven years past it just has not existed, equivalent to saying that scores of thousands have been dammed up in this overcrowded isle. Add that constant contact here and abroad with overseas people, during the war years, spread the desire to share their lives, opportunities and surroundings, and this section of the queue appears to be both normal and healthy.

Yet there does exist another section, perhaps longer, of people unable to respond to the way things are turning here at home, and/or who take a dim view of European peace. They believe that they stand a better chance of a happier life, they and their children, away from the crush and the possibility of Britain finding herself between Russia and the United States in an atomic war. Such thoughts may be only at the back of some people's minds; they are newcomers, none the less.

A reporter with imagination has calculated that there would be a queue two-deep stretching (apposite) from London to Southampton if all who are waiting in Britain to settle overseas were marshalled for a grand mercantile armada capable of accommodating half a million souls. The figures given authoritatively are: Australia, 146,000; Canada, 150,000; South Africa, 50,000; New Zealand, 50,000; Other Empire Countries, 45,000; United States, 40,000; Other Countries, 30,000. This demonstrates the overwhelmingly Commonwealth nature of the queue, and it should cause the Government to consider giving just a tiny scrap of priority to settlers-in-waiting.

Here there is a chance of adding new stock to the Dominions, whose children and grandchildren will remain firm friends of this country long after A.D. 2,000. It may seem a fallacy to some to say that it is weakening Britain to speed the settlers on their way, even if their going should retard our housing and other programmes by a few months, which is about all that the departures would mean. In any case, there is something strangely out of keeping with the personal liberty we hear so much of, in retaining people in a country against their will.

Nor is it quite good enough to say that they will all go in time—by 1948 or 1950. They will not. Things don't work out like that. People who want to recast their lives far from home are in a special mood which does not infallibly survive every set-back and disappointment. There comes a time when all but the pertinacious and adventuresome give up the worrying and costly business of living in a state of constant waiting. The keenness (invaluable quality in settlers) wanes and eventually you hear: "Oh, well, we might as well stay here now!"

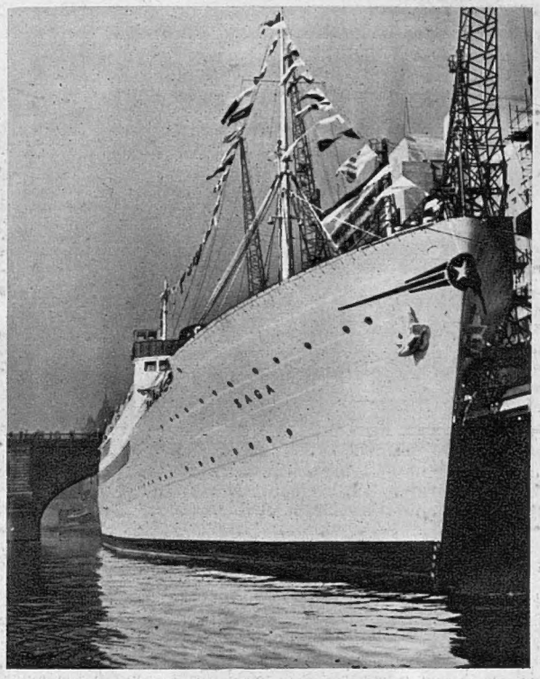
What I should like to see is a round-table conference in London, attended by the relevant Minister, the leading Dominion emigration authorities, and the shipping companies, for anyone who inquires into the situation, as it is, is left with just one impression—no policy, just drift. Drift and favouritism. There are always berths to be had "if you know the right person." Berths are retained so long by the official hand that sometimes they cannot even be disposed of, so short is the notice. Vessels have sailed quite recently with many vacant berths, admittedly "hard" accommodation, but sufficiently bearable to be snapped up by many a would-be settler.

Another cause of the rising chaos in shipping offices is a minor invasion by overseas visitors who have been allowed to come here, and who wish to return home within a few weeks. It could emphatically be said that this is no time yet for long-distance touring, and that prompts the reflection that too high a priority may be given to the building and reconditioning of liners for tourist purposes. The shipping lines naturally want back tourists with money to spend, as speedily as possible, and so it comes about that overtaxed shipyards are diverted from the work of converting troopers for the carriage of settlers.

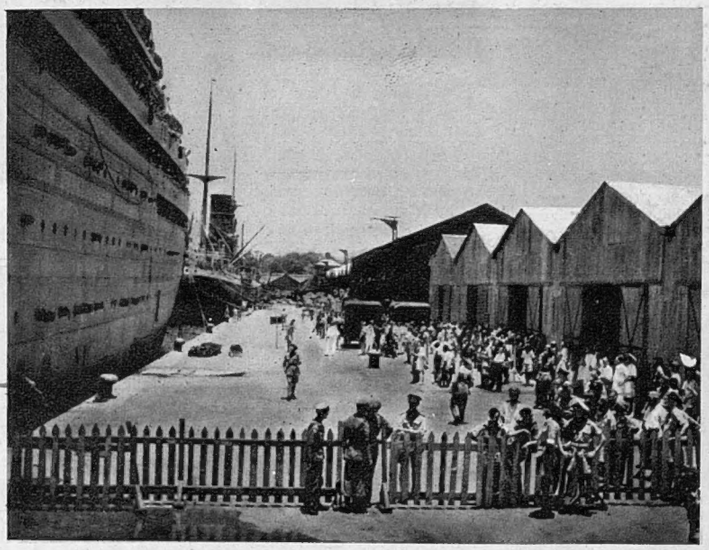
There are three types of liner at present sailing overseas. Firstly, the trooper, conditions in which render the carriage of women and children out of the question—and these loom largely in the emigration passenger lists. Secondly comes the converted liner which has lately been a trooper. Some of these ships remain requisitioned even when re-converted, but they represent the main if not the only hope of the settler at the present juncture. Thirdly, you have the finished product fit for V.I.P.s, priority and privilege travellers, export drivers, tourists and band leaders, the fully restored liner such as the *Q.E.*

So much is being kept secret that the public has a right to know certain things about the use of the nation's passenger shipping. It is well understood that no answer can be expected to the question: what use is precisely being made by the Services of the seventy liners that are still directly requisitioned? That would be one of the main questions for the round-table conference I have suggested, and an all-important one at that. But there is no reason why the Government should not be pressed to give an answer regarding the precise use made of liners outside and beyond those seventy.

If the public saw some of the passenger lists, and the excuses for travelling, it might be won over to the idea of a little priority for settlers from Britain who want to get to the Dominions. Many more than the present trickle could go to-morrow if the proper hands were set to unravelling the tangle.




**A CRUISING LINER—BUT NOT FOR BRITONS: The new 6,500-ton Swedish liner "Saga" seen dressed overall in the Pool of London before the start of her present trip to the Mediterranean. Eighty British men and women who hoped to go on the cruise and booked their berths well in advance, were disappointed at the last moment and received their passage-money back from the shipping company. It was explained to them that the maximum sum they could take out of the country is £75, as compared with £84, the price of the cheapest berth in the "Saga"**



**AN ATLANTIC LINER STILL ENGAGED IN THE TROOPING BUSINESS: This was the scene at Singapore as Service men waited at the quayside as the "Britannic" docked. On board were the wives and families of Royal Air Force personnel stationed in the Far East, and they have all gone to married quarters specially prepared for their occupation. The "Britannic," it will be remembered, was one of the latest and most luxurious Atlantic liners to be put into the Cunard-White Star service before the war. It will take at least six months to convert her for peacetime service when she is at length released from her trooping duties**

# ANCIENT BOATS EMBEDDED IN THE HUMBER MUD

## Relics Over 2,000 Years Old Found at North Ferriby

**MUDLARKING AND ARCHÆOLOGY ON THE BANKS OF THE HUMBER:** *Above and on left*—**Work in progress at North Ferriby, a few miles up-river from Hull, where two plank boats have been discovered embedded in the mud. They are at least 2,000 years old. Only 30 ft. of one boat is left and the other is about 37 ft. long. There is little to be seen of the actual woodwork in these pictures as, when the photographs were taken, an effort was being made to dig the boats out in a solid block of clay and to haul them up the foreshore on a steel sledge**

Tremendous interest attaches to the two boats, both over 2,000 years old, which have been discovered on the banks of the Humber, and a cursory examination of the relics on the site where they were found has already established their unique importance. Mr. C. W. Phillips, of Cambridge University, who with Dr. Plenderleith, is superintending the excavations, declares that they are "a unique type of Humberside craft, and they were without doubt already embedded in the mud when Julius Cæsar landed. I should say there was an attempt to make a dug-out in a bigger form. They were made in plank form, sewn with yew withies and cleverly countersunk to avoid wear. Possibly they were paddled. They are certainly not in the ancestral line of European sailing-ships."

**A VITAL DISCOVERY IN THE HISTORY OF EUROPEAN WATER TRANSPORT: Mr. E. Wright, of North Ferriby, the original discoverer of the Humber boats; Dr. H. J. Plenderleith, of the British Museum Research Laboratory; Mr. W. H. Southern, of Hull Museum; and Mr. P. Slack, of North Ferriby, seen at work in the excavations on the banks of the Humber at North Ferriby. Mr. E. Wright and his brother located one of the boats in 1937, and found the stern portion of the second boat in 1941. Until the end of the war further research was shelved, although it was recognised that the boats were of unique design**

**A HOSTILE RECEPTION FOR PANDIT NEHRU ON THE NORTH-WEST FRONTIER : This was the scene on a hillside just outside Landikotal en route to the Khyber Pass as tribesmen gathered stones which they hurled at India's Chief Minister and his entourage as they passed in their cars along the road below. Several members of Mr. Nehru's party were injured, and at a later stage of the tour they were similarly attacked. Mr. Nehru arranged the tour with the idea of investigating the pressing problems of the frontier, but the tribesmen were deeply suspicious of his motives, and at some of the jirgas or tribal gatherings arranged for the occasion they refused to listen to him**

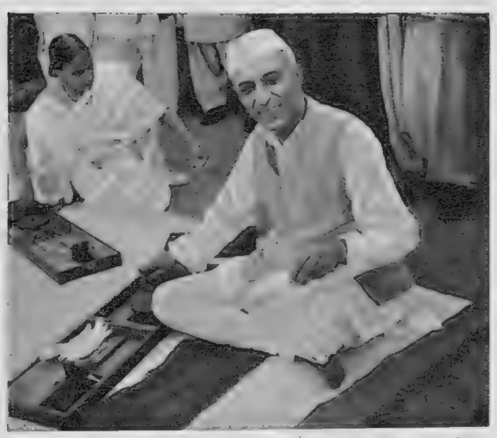
# INDIA UNDER NEHRU

## The Interim Government Has Taken Office, but Communal Troubles Still Beset the Land

While India's new Interim Government has been received well in New Delhi, and the start of the Autumn Session of the Central Legislative Assembly was marked by every sign of goodwill, conditions in the rest of India have shown no improvement, as witness Mr. Nehru's tour of the North-West Frontier, when he was stoned, ambushed and fired upon by the tribesmen, and the recent dire happenings in eastern Bengal, where the Muslims have burnt numerous Hindu villages and have carried looting and incendiarism to an alarming pitch, causing many thousands of people to flee from the area. On Mr. Nehru's visit to the North-West Frontier some of the meetings with the tribesmen went off well, but it is apparent that the Muslim League did its best to stir up trouble before the start of the tour. The most serious incident occurred just outside the Malakand Fort, where the road was lined with tribal levies and was blocked at one point by two lorries, put there by Muslim Leaguers. As Mr. Nehru's car slowed down at the road-block he had to run the gauntlet of rocks and bricks. Both the Chief Minister and his colleagues received facial injuries

THE SCENE OF THE COMMUNAL CLASHES IN EASTERN BENGAL: A sketch-map showing the relative positions of Tipperah, Hajiganj, Begumganj, Noakhali, Chandpur, Ramganj and Lakshmipur, where there were alarming outbreaks of communal violence during October, the Muslims setting on fire many Hindu villages and instigating a reign of terror. Thousands of Hindus fled from the area

NEHRU'S SISTER ALSO SPEAKS FOR THE NEW INDIA: Mrs. Laxmi Pandit (right), seen with her brother, Pandit Nehru, and her daughter, Chander Lekha, before leaving Wellington Airport, New Delhi. She leads the Indian delegation at the United Nations' meeting in the United States



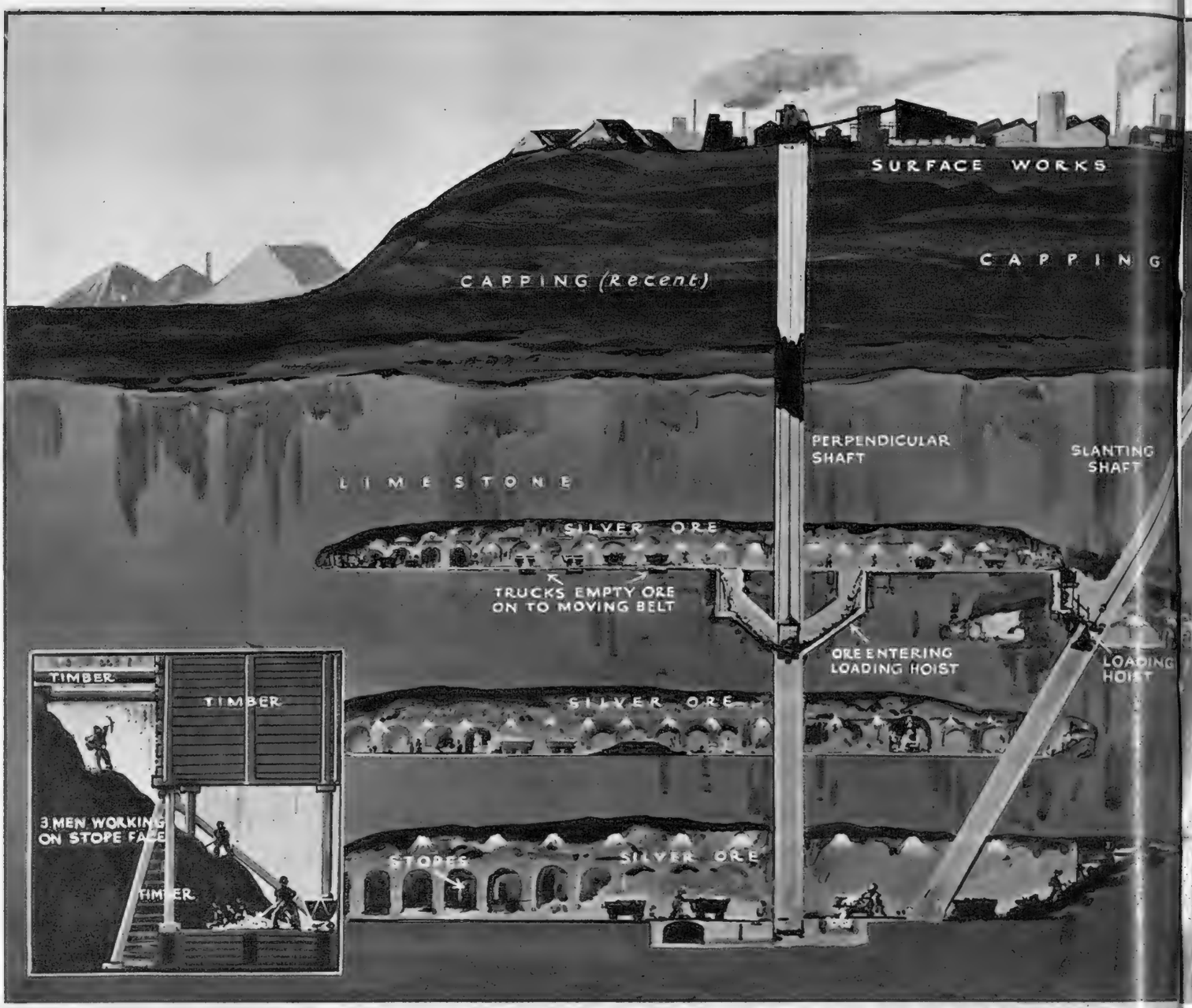
INDIA'S CHIEF MINISTER SPINS: Pandit Nehru sits cross-legged on the floor and, engaged in his favourite hobby, is ready to meet the Press

*On left*—THE FLIGHT FROM A BURNING HINDU VILLAGE IN EASTERN BENGAL: An artist's impression of the scene as the inhabitants fled from their blazing homes in the Noakhali district, where the Muslims, who outnumber the Hindus by two to one, made a concerted move against many villages at the same time. For days after the attack the Hindu refugees poured westward across Bengal, and the Governor, Sir Frederick Burrows, had to institute immediate relief measures. Gurkhas were despatched to the scene to maintain order

*Drawing by W. G. Whitaker*

*On right*—COMMUNAL VIOLENCE AT DACCA: Rival parties of Hindus and Muslims engaged in a clash on the banks of the Barigunga River, in north-eastern Bengal. The racial rioting reached very serious proportions in this area, and, after many cases of acid-throwing in the district, martial law was enforced

*Drawing by W. G. Whitaker*



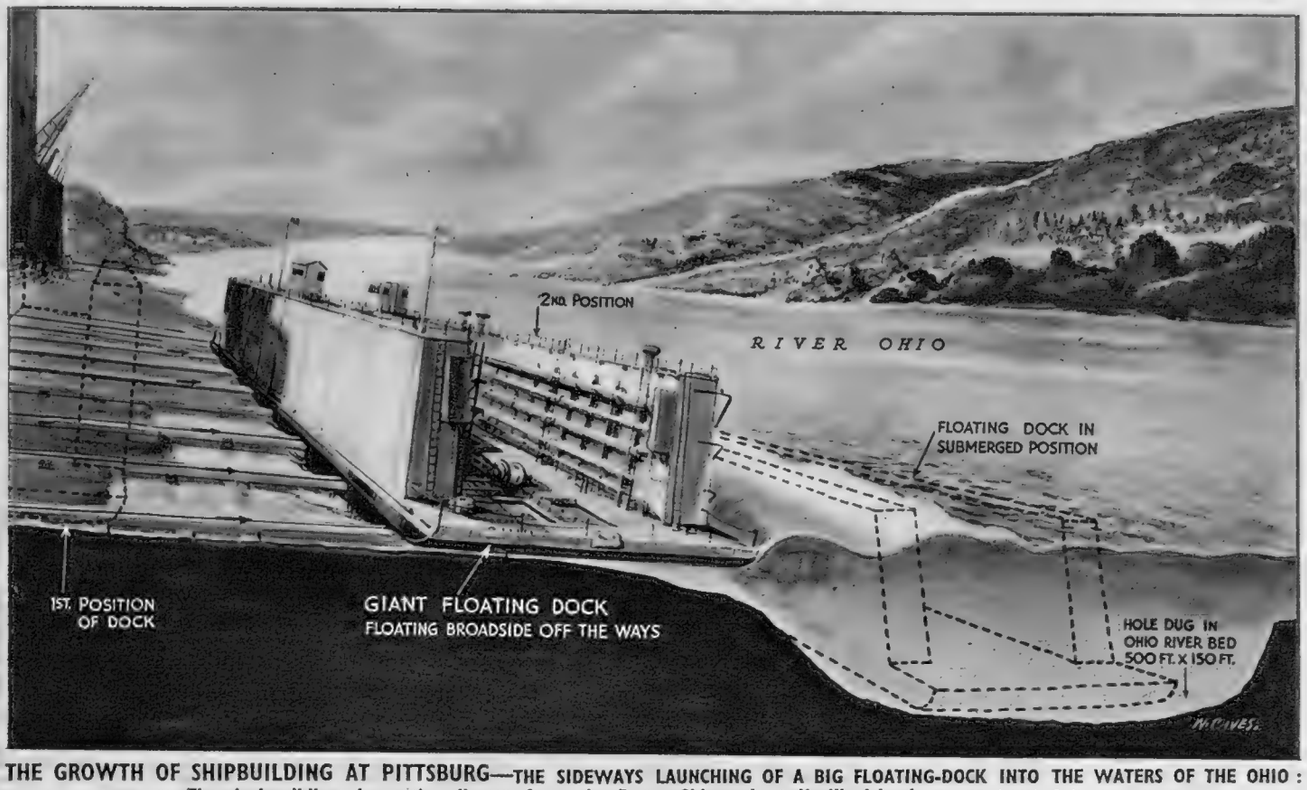

**SILVER MINING IN THE UNITED STATES, WHERE PRODUCTION LAGGED DURING THE WAR YEARS, CREATING THE PRESENT WORLD SCARCITY:** An artist's impression of a typical mine in the south-western area of the United States. The ore is extracted at the stoping faces on various levels, the roof being supported by heavy timbering (see inset). It is then hoisted to the surface by way of vertical and inclined shafts, ingenious and labour-saving methods of tip-loading being employed. At the surface works there are various methods of treatment, including the cyanide process—*Drawing by E. G. Lambert*

# THE WORLD SILVER SHORTAGE

## America Enacts Compromise Legislation and Britain Adopts the New Cupro-Nickel Coinage

The news that Britain is adopting cupro-nickel coinage, so that she can repay the United States the 88,000,000 ounces of silver acquired under Lease-Lend, reflects the current world silver shortage. America, one of the greatest producers of silver for coinage and industrial purposes, produced only 28,647,000 ounces of silver in 1945 as against 72,336,000 ounces in 1941 before her entry into the World War, while at the same time silver consumption in industry has risen to 140,000,000 ounces per annum. Faced with this shortage, which became acute throughout America during the first six months of 1946, President Truman signed on July 31 legislation to permit the sale of silver by the Government to the jewellery trades and other approved industries, and, with mining returning to normal, it is expected that American, Mexican and Canadian silver production will rise steeply during the next few years. The chief silver-mining areas in the United States, which is responsible for 40 per cent. of world production, are situated in the Far West, in Utah, Montana, Idaho, Nevada, Arizona and Colorado

**ONCE THE SCENE OF A SILVER RUSH:** The old workings at Calico, California, where enormous quantities of the metal have been extracted in past years. Owing to the world silver shortage, prospectors are again turning their attention to the area




**THE GROWTH OF SHIPBUILDING AT PITTSBURG—THE SIDEWAYS LAUNCHING OF A BIG FLOATING-DOCK INTO THE WATERS OF THE OHIO: The dock gliding down the slipway from the Dravo Shipyard at Neville Island**—*Drawing by W. C. Ives*

The recent launching of a big floating-dock in the waters of the Ohio River, near Pittsburg, will come as a surprise to many, for Pittsburg, situated as it is 300 miles from America's eastern seaboard and 150 miles from the Great Lakes, has not until recent years loomed large as an inland port. The growth of shipbuilding at Pittsburg has indeed been very gradual, and it was not until the Second World War that any really ambitious schemes were attempted. It was then that the Dravo Yard at Neville Island turned to the production of tank-landing craft, and, if the Higgins Prefabricated Warship scheme had come into operation, the Dravo Yard was to have had a part in that too. As it was, naval and shipping orders were completed on an increasingly large scale, and the launch of the floating-dock represents the most remarkable effort to date. In order to achieve this, the river-bed of the Ohio had to be excavated to a depth of 150 ft. and a width of 500 ft., thus allowing for the momentary submersion of the craft as it left the slipway

*On right—*

## A CIRCUS FOR RAILWAYMEN

A demonstration staff of six men, together with sixteen trucks loaded with equipment and a camping coach, is at present touring the Great Western Railway system, spending three to four days at varying key-points such as Reading, Bristol, Wolverhampton and Plymouth and exhibiting to permanent-way staff various machines and equipment to enable them to carry out their jobs quicker and with less effort. Each demonstration lasts about five hours and the machines include such modern wonders as the Chase Side Shovel, which digs and loads in one operation; the Jones Mobile Crane, the Power Pick, the Power Rammer, and the Ransome Rapier Pump. Some of the equipment, such as that used in high-speed bridge-repairing, was developed to its present efficiency during the war years

**BUILDING AN EMERGENCY BRIDGE: Great Western workers watching the demonstration team setting up their bridgework**

**TRACK RENEWAL ON THE SOUTHERN—LAYING RAILWAY LINES IN 60-FT. LENGTHS: Men engaged in putting down prefabricated track on a section of the Southern Railway. The prefabricated sections are carried on flat cars and are lifted into position by a giant travelling crane**—*Drawing by W. C. Ives*

The Southern Railway has allocated £100,000 to the task of track renewal following the wear and tear of the war, and the engineers are carrying out their renewal programme on the prefabrication principle. Instead of fitting rails, sleepers and chairs together on the site, they are assembled at a special depot before being moved to the site in 60-ft. lengths. The method necessitates the use of large cranes, which pick up the old track and place it on trucks and then drop the prefabricated track into position. Not only is the new system cheaper—it is expected to save 13½ per cent. in cost compared with the old method—but it puts the lines out of action for only half the time required with the older method. All the leading companies are now engaged on a reconstruction programme, and in addition to plans for track renewal, attention is being paid to rolling-stock and to locomotives. All four companies are converting some engines from coal to oil

**THE CHASE SIDE SHOVEL: One of the mechanical labour-saving machines used for excavation work being demonstrated to Great Western Railway permanent-way workers by a member of the demonstration touring team, which is now engaged on an eight weeks' tour of the system. Two thousand railwaymen will have an opportunity of seeing the exhibits on tour**

*A Foreign Survey*

# ALBANIA and the MINED WARSHIPS

**Alamein Anniversary : Tito Dances : A New Phase in Berlin**

The explosions off the Albanian coast involving the destroyers *Volage* and *Saumarez* in a total loss of forty-three men of the Royal Navy had an extraordinary sequel last week when General Enver Hodja, the Albanian Premier, sent a telegram to Mr. Trygve Lie, Secretary-General of the United Nations, protesting against the British attempt to provoke incidents by sending warships into Albanian waters. The time quoted in the protest agreed approximately with the time of the *Volage* and *Saumarez* accidents. The telegram alleged that the penetration occurred north of Albania's port of Seranda and clearly attributed aggressive motives to the British units. A Board of Inquiry has since been instituted into the whole question. Many questions have also been asked in Parliament regarding the activities of the two warships

**A TRAGEDY IN THE STRAITS OF CORFU : The damaged British destroyer "Volage" towing the damaged British destroyer "Saumarez" after they had both been involved in mine explosions off the Albanian coast. The two accidents occurred within 90 minutes of each other**

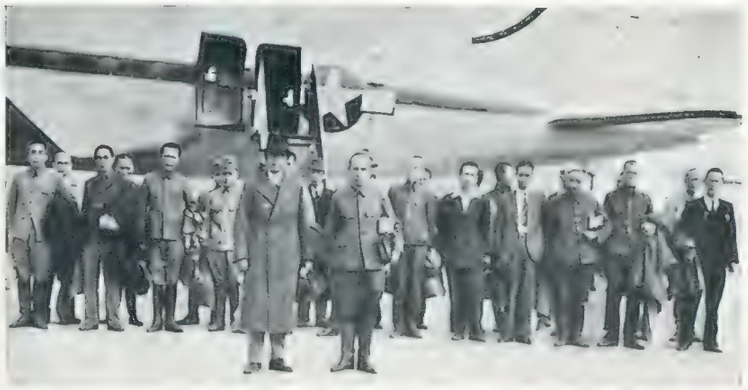
**MARSHAL TITO TAKES THE FLOOR : The Yugoslavian leader, a resplendent figure in his diplomatic uniform, dancing a stately old-time waltz with Madame Zofia Wendel, wife of the Polish Ambassador in Belgrade, at a recent reception at the Officers' Club in Belgrade. The reception was given by the Polish President, M. Bolislav Pierut, who was returning the visit made by Marshal Tito to Warsaw earlier in the year. The Marshal has also paid an official visit to Prague during this year**

**ALAMEIN DAY AT ALAMEIN : Brigadier-General F. Horlington, who commands in the Alexandria area, saluting as the British flag was lowered to half-mast on the desert battlefield. This picture was taken during the service conducted by the Rev. George Edward Hope on the fourth anniversary of the decisive battle which was to mark a new phase in the World War. At the neighbouring cemetery wreaths were laid on some of the graves of the 7,000 Allied dead**

HOW TO GET A GRADE 2 RATION-BOOK IN POST-WAR BERLIN: A young woman seated near the end of an abandoned tank and engaged in cleaning bricks taken from the debris in central Berlin. Many women are taking part in this work in the city to-day, as it enables them to buy rations on the Grade 2 scale instead of the Grade 3 scale allowed for domestic workers. Since the first days of the occupation, when so many of the women were reportedly flaunting their charms in the Kurfustendamm, times have changed markedly, and the bulk of the female population is now fully employed. It is no unusual sight to see a woman, pick in hand, at work 40 ft. above the ground on a damaged building

THE RUBBLE WORKERS OF BERLIN: Women clearing away debris from the bombed buildings—a task that has at long last been got under way, and is now proceeding fairly rapidly. Trolley-lines have been laid along the blitzed streets to speed the clearance

THE LAST MOMENTS OF KURT DALUEGE: The scene in the prison at Prague as Dr. Kozak, President of the People's Court, read to the former Reichprotector of Bohemia and Moravia the sentence of death passed by the court. In the background, prison officials are seen waiting to lead Daluege to the gallows. Daluege, who was a close friend of Himmler, is reported to have expressed dissatisfaction that he was not allowed to stand his trial at Nuremberg with the 21 other Nazis



IGNOBLE HOMECOMING: Lieut.-General Sawada, former Commander of the Japanese Thirteenth Army, and Lieut.-General Isayama, Chief of Staff of the Formosan Army, are in the foreground of this group of Japanese war criminals seen on arrival by air at Tokyo after being convicted by military courts in Shanghai. They will serve their sentences in prisons in various parts of Japan. Sawada, who was tried for ordering the execution of Allied airmen, received a sentence of only five years, as it was held that he was acting on superior orders. Isayama received a life sentence for executing thirteen American flyers who had been forced down in combat while in his area

THE TOWN OF TOKAY CELEBRATES ITS WINE FESTIVAL: A decorated, ox-drawn cart passing in procession through the streets of the town during the celebration of the 1946 vintage. Many people well known in Hungarian life took part in the festival, including the Premier, M. Ferenc Nagy. The sign Patika on the right means pharmacy. For obvious reasons, the chemist was much in demand on the day following the festivities

FROM BLACK MARKET TO MARKET GARDEN—HARVESTING THE POTATO CROP IN THE TIERGARTEN: Berliners looking on as the potatoes are put into sacks before being taken to the wholesalers for distribution. A year ago the Tiergarten was the centre of the city's black market, with many hundreds of operators offering their wares. The Allied Government then banned the market and ordered the whole place to be ploughed up and converted into a market garden. In its first summer it has yielded some really first-rate crops

*Gilbert and Sullivan in Japan*

# AMERICAN TROOPS STAGE "THE MIKADO" IN TOKYO

Until this autumn, *The Mikado*, in which Gilbert and Sullivan poked such sly fun at the Japanese, had been banned from the Japanese stage, and it has just had its first Japanese performance at the Ernie Pyle Theatre in Tokyo, being presented by American civilian players in collaboration with members of the American Eighth Army and also a number of Japanese players. The production has been on a most lavish scale, and those few Japanese who saw it for the first time seemed to find nothing objectionable in its humour. Having completed a fortnight in Tokyo, the show is now on the road and will be seen by Allied troops in many parts of Japan, including, it is expected, the British Commonwealth force

THE FIRST PERFORMANCE OF "THE MIKADO" EVER SEEN IN JAPAN: Huntington Watts as Ko Ko, the Lord High Executioner, holds the centre of the stage in this lavish production of Gilbert and Sullivan's light opera at the Ernie Pyle Theatre in Tokyo

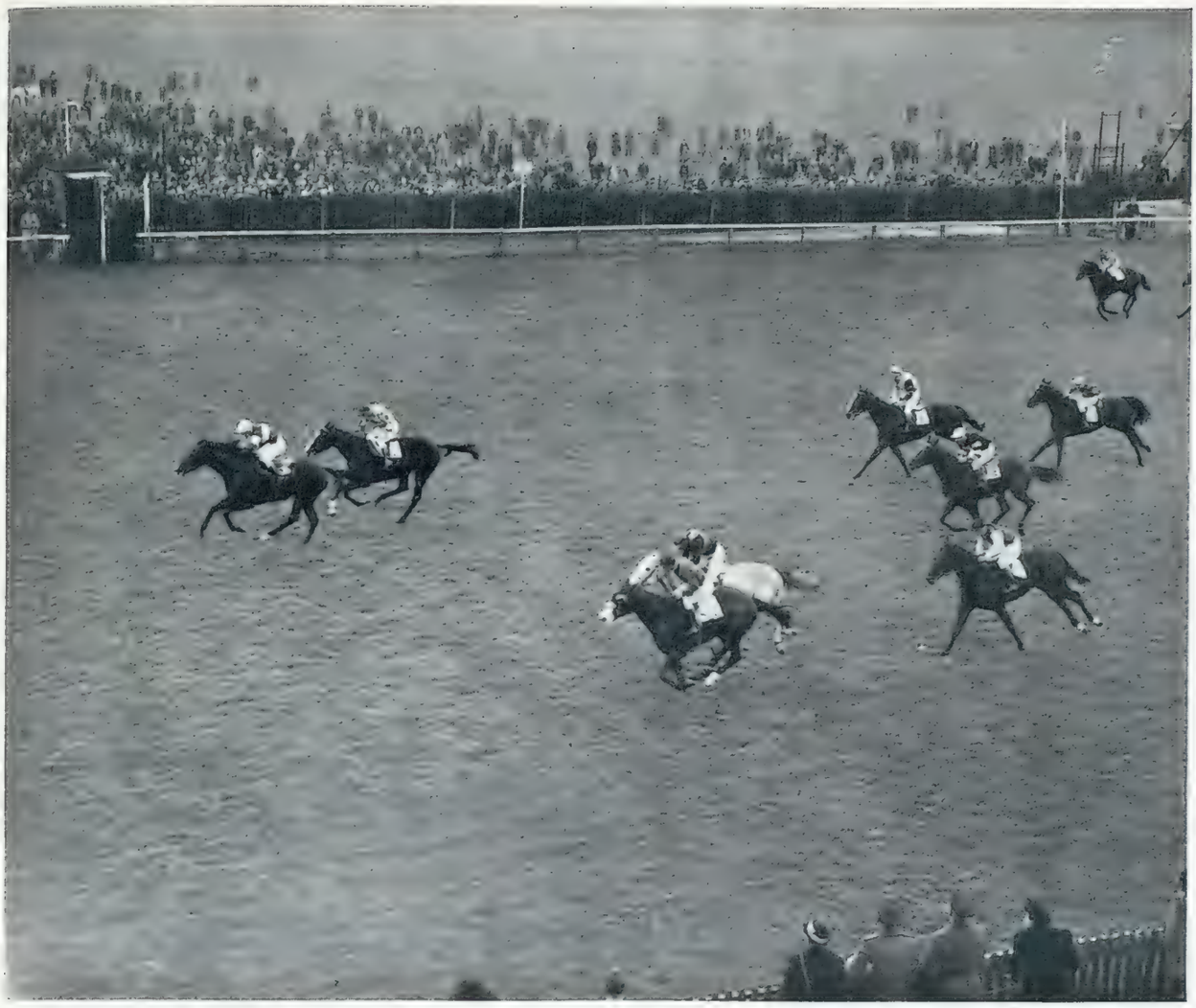
POO-BAH DRESSES UP: Robert Peoples, of Indianapolis, preparing for the first production of "The Mikado." His dresser, Ryohei Tanaka, helped him to adjust his costume in the authentic manner

GREEN-ROOM PREPARATIONS: *Left*—Nakagawa Toshiro, a Japanese civilian, is second tenor in "The Mikado" production. *Right*—Gertrude Griffiths, an American actress, plays the part of Yum Yum, and she is seen about to don her elaborate black wig

THE MIKADO WAITS FOR HIS CUE: Donald Mitchell, a soldier from Illinois, who plays the title-role, is fanned by Shizuko Okabe, a Japanese actress employed in the chorus, before taking the stage at the Ernie Pyle Theatre. "The Mikado" has probably never before been staged quite so elaborately or with such authenticity of costume

# SAYANI'S GREAT VICTORY

**His Success in the Cambridgeshire Took More Prize Money to France**



**A FINISH OF HEADS : How the camera recorded the victory of the French horse, Sayani, in the Cambridgeshire, second leg of the autumn double.** Sayani is seen passing the post, with Langton Abbot, the favourite, in close attendance. Langton Abbot was only fourth, however, the two horses on the near side of the course Claro and Toronto, being second and third

The nineteenth major race of the English flat-racing season to fall to a French horse was last week's Cambridgeshire, in which Madame Lieux's Sayani, ridden by the Australian jockey W. Johnstone, scored a narrow but brilliant victory over Claro and Toronto. Thirty-four runners went to the post, with Sayani carrying top weight of 9 st. 4 lbs., and just after the start Sayani was nearly brought to his knees in a bunch of horses. As Sayani started to meet the rising ground before the winning-post Johnstone let him off the bit in a perfectly-timed challenge. Sayani stormed up the hill, making the most of his immense turn of speed, and just managed to hold off the fast-finishing Claro and Toronto. It was a superb performance, rivalling anything that the great Epinard ever did in England. Although Sayani was foaled in France, English blood predominates, his sire being Fair Copy. The winner started at odds of 25 to 1

**ANOTHER FRENCH HORSE TRIUMPHS IN A BIG ENGLISH RACE :** *Right*—Madame J. Lieux's three-year-old colt Sayani, with the Australian jockey Johnstone in the saddle, returning to the enclosure at Newmarket after his storming finish in the Cambridgeshire when carrying top weight of 9 st. 4 lbs. *Left*—The scene in the unsaddling enclosure, showing Madame Lieux being congratulated by friends as Johnstone unsaddled Sayani. The runners-up, Claro and Toronto, are on the right. The winner was returned at 25 to 1, very few of the professional backers believing that he could carry his great weight to victory

**HOW BRITAIN PROPOSES TO CONQUER THE PROBLEMS OF SUPERSONIC FLIGHT—A MOSQUITO RELEASING ONE OF THE TWENTY OR MORE PILOTLESS ROCKET MACHINES WHICH ARE DESIGNED TO FLY AT OVER 800 M.P.H.: The robot planes, which are being built by Vickers-Armstrong, will level out after release, and during each flight a telemeter will record the instrument readings and transmit the details of each performance to ground radio stations. In this way it is hoped to gather sufficient information to build a full-scale machine capable of carrying a pilot at speeds beyond the sonic barrier**—*Drawing by Roland Davies*

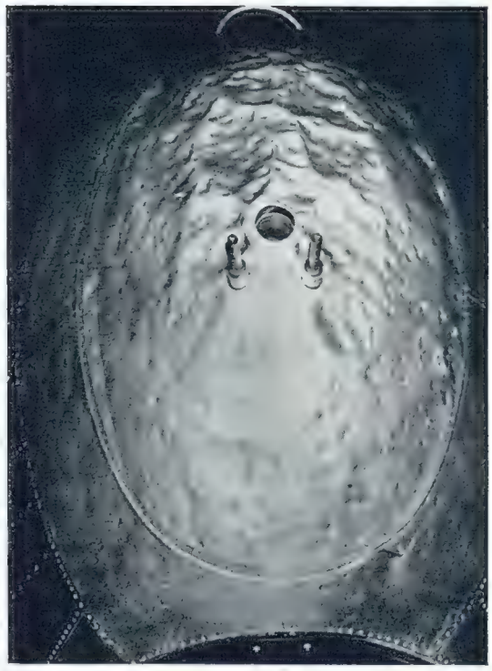
*Aviation News*

# BRITAIN'S 800-M.P.H. ROBOTS

## Solving the Problems of Supersonic Flight

To test the behaviour of different aircraft under the influence of compressibility—in other words, to find the secret of flight at speeds beyond the sonic barrier—Vickers-Armstrong, makers of the Spitfire and the Wellington, have been building twenty or more pilotless machines of differing design. When these miniature planes are released over the Atlantic their behaviour at speeds of over 800 m.p.h. will be recorded by telemeter, and it is believed with some confidence that the resulting facts will enable Britain to build a full-size piloted machine which will also fly faster than sound. The work of preparing the robot machines has been going on for some months now, and at the end of last month the first of them had already been delivered to the Ministry of Supply. All the machines have bi-fuel rocket motors, and they have 7½-gallon nose fuel-tanks containing C-Stoff and 8-gallon rear tanks containing hydrogen peroxide. The wing-span is about 6 ft. 8 ins. The fuel is delivered to the engines at a pressure of 515 lbs. per square inch. The telemeter, which sends the instrument readings back to the ground station, is in the centre of the fuselage

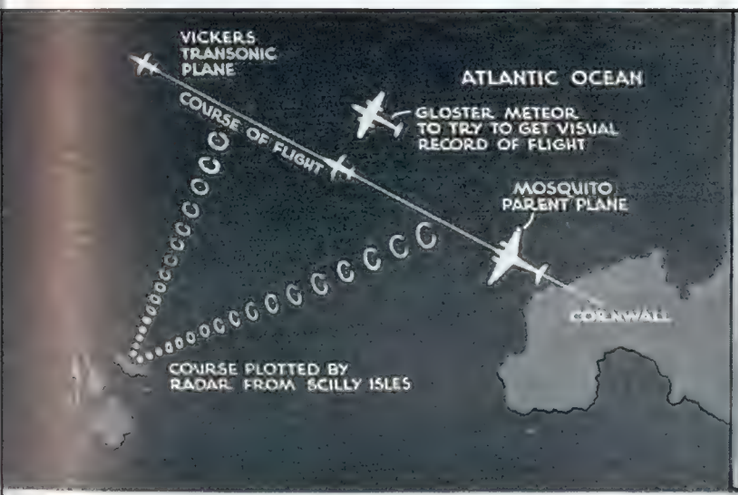
*On left*—**THE MODERN ICARUS! Paul Baumgartl, a twenty-eight-year-old Viennese engineer, equipped with his own invention for individual flight, a machine which he calls the "Heliofly." The apparatus, operating on the principle of the autogyro, consists of an airscrew and motor strapped to the body. The total weight does not exceed 30 lbs. The machine has a range of just about 35 miles**

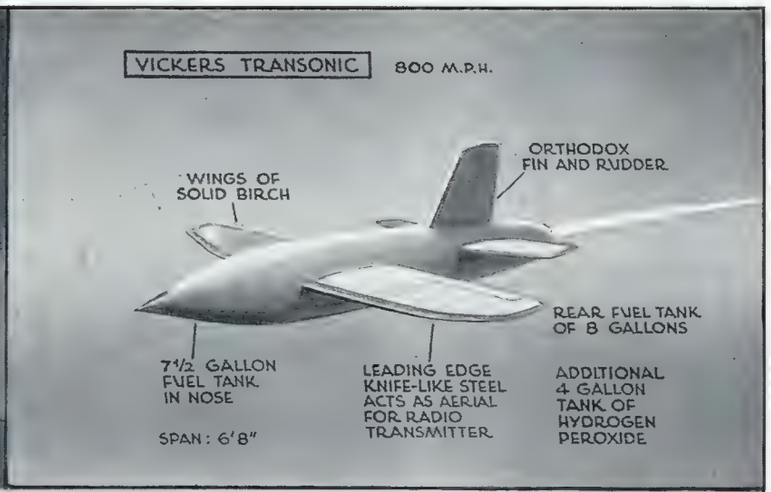


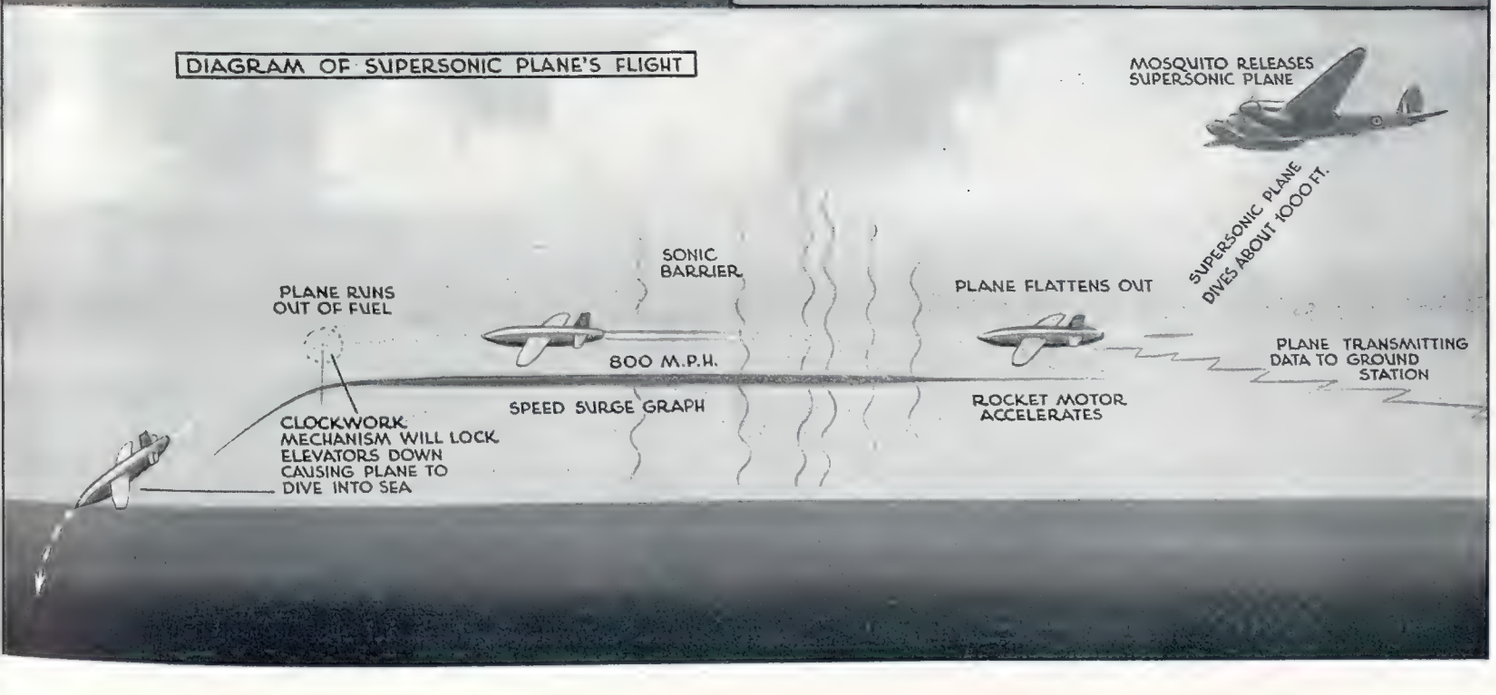
**WHAT HAILSTONES CAN DO: These dents in the nose of a Skymaster of Australian National Airways were made when the machine flew through a violent storm from Brisbane to Sydney. During the flight the hailstones rattled against the metal like machine-gun bullets**

*On right*—**TRYING OUT A VICKERS-ARMSTRONG PILOTLESS ROCKET MACHINE AT OVER 800 M.P.H.: An artist's impression of the experiments in the Atlantic, showing (inset on right) a close-up of one of the robot planes which will have a span of no more than 6 ft. 8 ins. The fuselage has a bullet-like appearance, with a sharp-pointed nose and a short tail. The wings are made of solid birch, but the leading edges are of knife-like steel which acts as an aerial for the radio transmitter**—*Drawing by Roland Davies*

**AND NOW WE HAVE THE WATER HELICOPTER:** Rotating-wing aircraft have been flowing off the production-line with rapidity this year, and at the same time experimental designs have been appearing constantly. This Bell helicopter is fitted with floats, and it is seen lifting itself vertically from the waters of a lake near Buffalo, New York State. The "glass"-enclosed cockpit gives the pilot and his companion a wonderful field of view. Helicopters were in the news recently, it will be remembered, when they played a part in rescuing victims of the Gander disaster



**LOYAL GREETINGS FROM THE PEOPLE OF LEICESTER : This was the scene of enthusiasm outside the Town Hall as the King and Queen appeared on the balcony to acknowledge the cheers. It was the first official Royal visit to Leicester during the present reign, and it took place as a mark of the King's appreciation of Leicester's services during the war, when the city took no fewer than 30,000 evacuees**

# LEICESTER'S WELCOME FOR THE KING AND QUEEN

## A Crowded Day in the Midland City

On October 30 the King and Queen were the guests of Leicester, visiting a city that was brightly beflagged for the occasion and thronged with shop and factory workers and schoolchildren making holiday. In his address at De Montfort Hall the King recalled that Leicester had received over 30,000 refugees, many of them during the flying-bomb period in London, and he thanked the Civil Defence workers, the transport and the billeting officers for all they had done to make this intake possible. During the day Their Majesties visited the Cathedral, the Guildhall and several factories in the city

**THE KING AND QUEEN AT THE DE MONTFORT HALL : *Left*—His Majesty salutes during the playing of the National Anthem on his arrival at Victoria Park, outside the hall. *Right*—Making his speech from the newly-built dais, where he was accompanied by the Queen and the Mayoral party. The hall was largely filled with Civil Defence workers and others who had helped to make possible the great intake of over 30,000 refugees from London, an intake achieved with praiseworthy speed during the first days of the flying bombs, and in his speech the King referred with warm appreciation to their services on behalf of the nation**

THE ROYAL VISIT TO LEICESTER CATHEDRAL : The King and Queen and the Mayor and Mayoress passing the assembled choristers on arriving to see the Memorial Chapel of the Leicestershire Regiment, one of many items in the busy itinerary of the day's visit. While at the Cathedral they also saw a new stained-glass window in the St. Dunstan's Chapel which has been given by Mr. S. F. Herbert, a lay canon of Leicester. Later the Royal party visited the Guildhall, one of Leicester's most beautiful ancient buildings

GREETINGS AT THE CATHEDRAL DOOR : The King and Queen are welcomed by the Dean before their tour of the Cathedral and their visit to the Chapel of the Leicestershire Regiment

HE QUEEN SHARES A JOKE WITH THE MAYOR OF LEICESTER : Her Majesty, carrying a magnificent bouquet of orchids, seen before entering the De Montfort Hall, where the King received the loyal address of the Mayor, Aldermen and Citizens. After lunching with the Mayor the King and Queen spent the rest of the day touring some of Leicester's factories

THE KING AND QUEEN AT THE WOLSEY FACTORY : Her Majesty in conversation with a mannequin, who is showing her one of the frocks designed for next year's trade. The King and Queen also visited the Imperial Typewriter factory and the Cascelloid Works, where they saw plastics being made into dolls and toys. There they were told that less than 1 per cent. of some products is allocated for the home market

*Home News in Pictures*

# THE RESTORATIONS AT EXETER

## Conferring the Freedom of Bedford : Start of the 'Chasing Season : The Great Sale at Newbury

**ECCLESIASTICAL JIGSAW—UNDOING THE DAMAGE OF THE BLITZ AT EXETER CATHEDRAL : Mr. Herbert Rea (wearing dark suit) seen at work with his carver assistants piecing together the wooden fragments of a screen on the Cathedral floor.** When a bomb struck the south side of the Choir of St. James's Chapel in 194 two flying buttresses were destroyed and a great many medieval and other oak carvings were blasted into fragme Mr. Read helped to collect and store 12,000 fragments, sorting ancient woodwork from the useless debris of chair-le and now great progress is being made with the restoration. It is a painstaking task, involving the sorting of ma minute fragments. Already the restoration of one screen, that in the entrance to St. Andrew's Chapel, is complete, a the screen is back in its old position. No nails or glue have been used, and the joins in the old wood are undetecta

**COUNTY TOWN HONOURS ITS COUNTY REGIMENT : General Sir Henry Jackson, the Colonel of the Bedfordshire and Hertfordshire Regiment, with the Mayor and the Town Clerk at the ceremony in St. Paul's Square, Bedford, at which the unit received the freedom of the borough**

**THE MAYOR OF BEDFORD PAYS A TRIBUTE TO THE FIGHTING MEN OF TWO COUNTIES : Councillor J. A. Canvin, J.P., addressing the gathering in St. Paul's Square, Bedford, when the freedom of the borough was conferred upon the Bedfordshire and Hertfordshire Regiment. General Jackson, the Colonel of the Regiment, joined the 1st Bedfordshire Regiment 47 years ago. For some years he was Director of Military Training in India**

**THE CEREMONIAL OPENING OF CHESTER ASSIZES : Mr. Justice Hallett and Mr. Justice Lynskey (left centre) accompanied by Captain Benson when inspecting a guard of honour provided by the Cheshire Regiment at the opening of the Assizes. In accordance with an ancient custom, Mr. Justice Hallett, as Senior Judge, took over the command of the Cheshire Regiment depot for the duration of the Assizes. On his robe he wore the M.C. and Service decorations he received in the first World War**

**A THACKERAY MEETS A WORDSWORTH : At the first night of the stage version of "Vanity Fair," at the Comedy Theatre, Mrs. Hester Thackeray-Suiler, granddaughter of William Makepeace Thackeray, met Mr. William Wordsworth, great-grandson of the celebrated poet. The play has been written by Constance Cox, of Brighton, and the part of Becky Sharp is taken by Claire Luce** (see page 192)

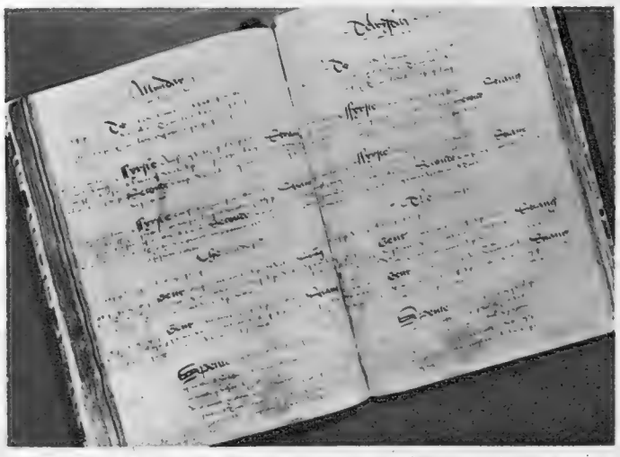
TRAINING IN THE TROPICS AT KEW: Two trainees at work in one of the hothouses at the Gardens, where the temperature reaches 90 degrees. They belong to the first batch of ex-Servicemen who are being taught gardening under a State-aided scheme. The first batch of trainees are all men, but it is probable that women will also be included in future courses. During the war at least thirty women gardeners worked at Kew

OVER THE STICKS—THE START OF THE STEEPLECHASING AND HURDLING SEASON: Magic Artist (nearest camera) taking a hurdle in the closing stages of the race when winning the Paddock Maiden Hurdle (Div. I) when racing was resumed at Sandown Park after a lapse of seven years. There was an enormous crowd for the occasion, considering it was a Monday meeting, and the meeting was very much of a reunion. The course has always been regarded as one of the best in the London area, all the running under National Hunt Rules being seen in comfort from the stands

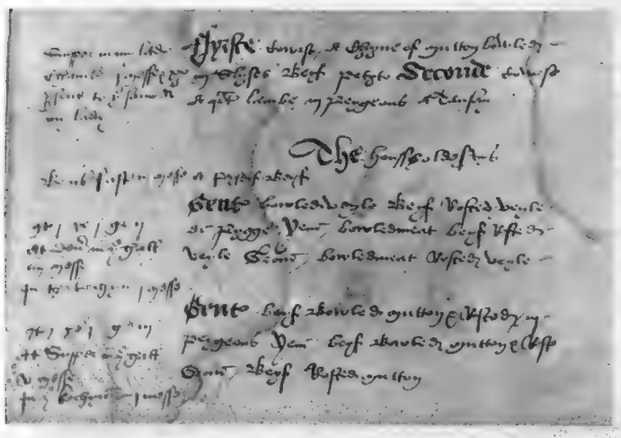
NEWBURY RACECOURSE TO BE CLEARED OF ITS SURPLUS STORES: An aerial view of the racecourse as it still appears in its emergency capacity as a dump for American wartime equipment. On October 28 a great sale began at Newbury, the public being offered everything from jeeps to refrigerators. It will probably be many weeks before all the surplus stores are sold and carried away. When Newbury will be in action again as a racecourse is still uncertain, as lines of railway track still cover what was once the finishing-straight and concrete roads occupy the entire area, while on the right of the track are many hundreds of hutments. The stands and paddock can be seen towards the top right-hand corner of the picture. They also will need extensive repairs

# A FAMOUS LIBRARY WILL TAKE A CENTURY TO DISPERSE

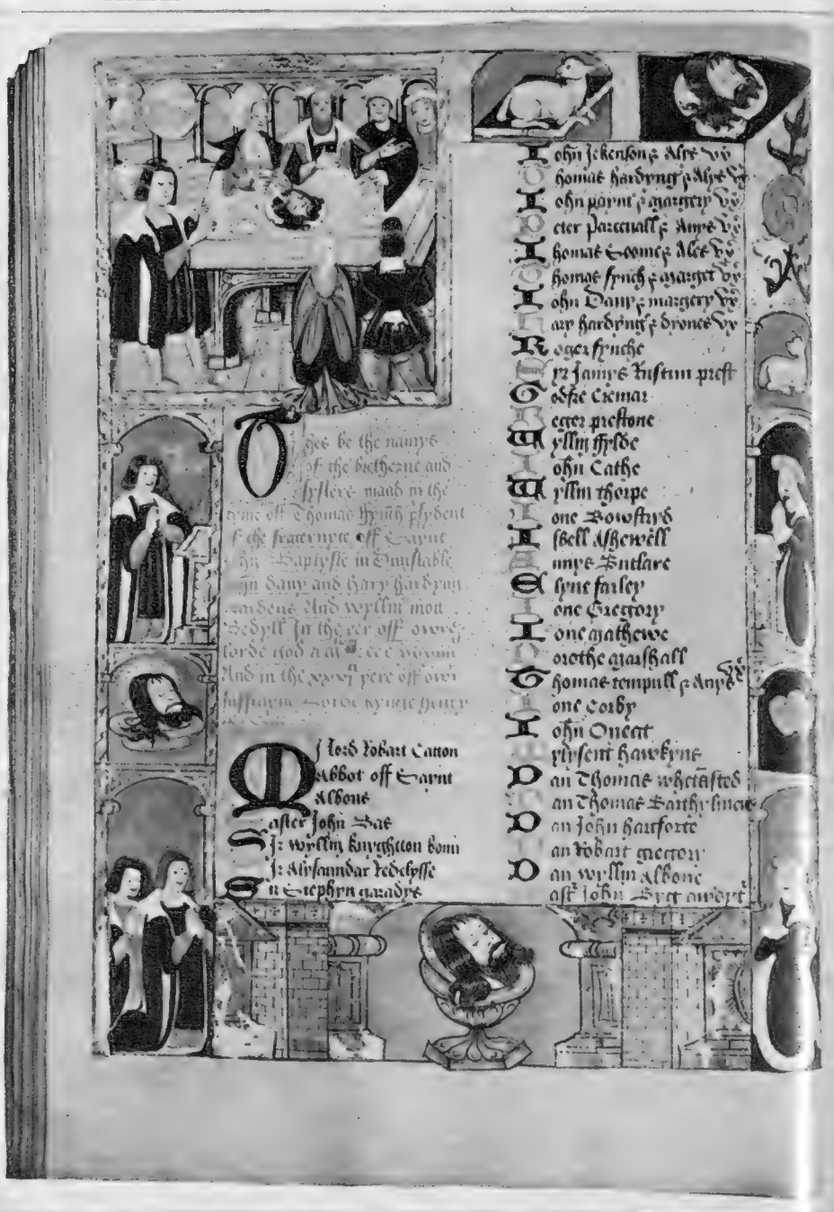
## More Gems from the Phillips Collection which are to be Sold at Sotheby's Next Week



**A METICULOUS HOUSEKEEPING ACCOUNT OF THE SIXTEENTH CENTURY:** Two pages from the Household Book of Thomas Howard, Earl of Surrey, which is to be sold at Sotheby's on November 11, together with many other treasures from the library of the late Sir Thomas Phillips. This book contains an exact record of every breakfast, dinner and supper consumed by the family at their country houses between the years 1513 and 1524

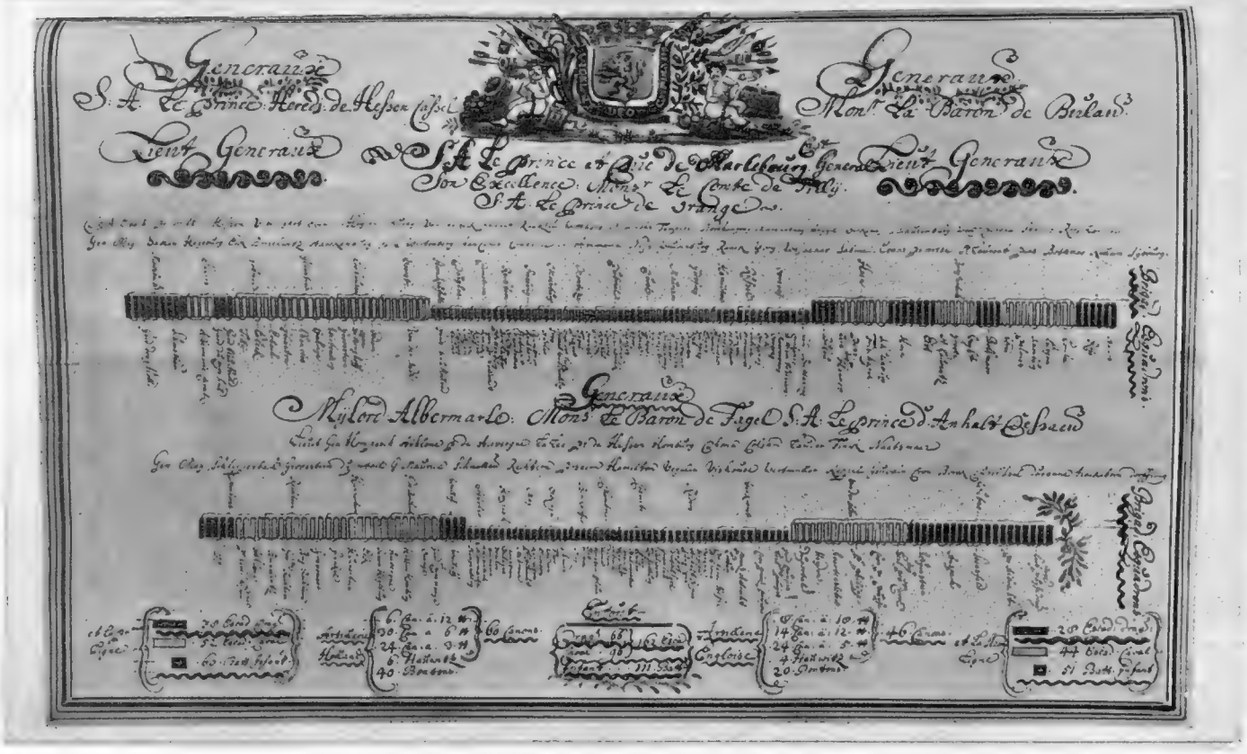


**WHAT HIS LORDSHIP HAD FOR BREAKFAST, DINNER AND SUPPER: Another extract from the Household Book of Thomas Howard, Earl of Surrey.** This curious Household Book, which gives such an intimate glimpse into domestic life in the sixteenth century, not only contains an exact daily account of every meal throughout the year, but the provisions at every course at every table, the names of all strangers at table and the quantity of victuals expended. Every absence and return of the Earl and Countess is noted. The account was kept at Tendring Hall, in Stoke by Neyland, Suffolk, and at Hunsdon, Hertfordshire



**AN IMPORTANT ENGLISH ILLUMINATED MANUSCRIPT IN THE SALE-ROOM: The Register Book of the Brethren and Sisters of the Fraternity of St. John the Baptist, Dunstable, between the years 1506 and 1540. This magnificent manuscript on vellum, with seventeen large miniatures within illuminated borders, is one of the gems of the Phillips Collection, the sale of which will be continued at Sotheby's on November 11. The book belongs to the first years of the reign of Henry VIII and it includes a portrait of the King**

The sale of the library of the late Sir Thomas Phillips, who died in 1872, has been going on for sixty years, and it is estimated that it will be 100 years in all before all the treasures of this wonderful collection are finally dispersed. Sir Thomas's library was the most extensive in the country, if not in the world, and already more than £155,000 has been realised. On Monday next at Sotheby's some particularly important items from the library will come up for auction, among them being the Household Book of the Earl of Surrey, providing a revealing glimpse of domestic life in the sixteenth century; the Dunstable Illuminated Manuscript, a magnificent work on vellum dating from the reign of Henry VIII; and an early important series of battle plans and letters belonging to the Marlboroughian period



*On left*—**AN OPERATIONAL ORDER OF THE DAYS OF MARLBOROUGH: This elaborate document, with its scrolls and flourishes, is the battle plan for the siege of Douai, containing the names of all unit commanders and their positions in the field. The document provides a revealing glimpse of the leisurely nature of battle preparations in the early years of the eighteenth century, when the whole of Western Europe was involved in a bitter fight for military supremacy**

AN AFFAIRE THAT HAS ROCKED THE ART WORLD: M. Georges Clot, the Paris Police Commissioner, examining under the magnifying-glass allegedly forged paintings by Utrillo and Picasso. Seven of these imitations were brought recently to the police by a Paris art dealer, who declared that he bought them for more than £4,000 "in all good faith." Other flagrant imitations have been traced subsequently

THREE WORKS OF ART THAT ARE IN QUESTION: On the wall and on the desk are two paintings bearing the signature of Utrillo, and in the foreground is a bronze alleged to be the work of Aristide Maillol, the sculptor. To-day they bear the seals of the Paris Police Department, and there is every reason to suppose that they are forgeries. Utrillo has himself seen the paintings, declaring them to be forgeries

# The PARIS ART FAKES

## Forged Utrillos and Picassos Discovered by the French Police

While the case of the forged Vermeers is still occupying the attention of the art world, Paris has suddenly been confronted with the news of another scandal, and in circumstances no less dramatic. It appears that a Montmartre art dealer approached the Paris police and declared that he had sold, unwittingly and in all good faith, a number of portraits allegedly by Utrillo, Picasso and other well-known modern artists of the Paris school. The dealer had come to the conclusion that some of the canvases were fakes, however, and wished the matter cleared up. The Paris police started investigating, and one of the first arrests involved Claude Latour, the fifty-two-year-old great-great-granddaughter of Quentin de la Tour. On being taken in charge, Claude Latour admitted that she had done ten forgeries, receiving £2 apiece for them, and it appears that these were sold subsequently at enormous prices. Mlle Latour did not profit from these inflated deals, but those who did are now being sought. Utrillo, who visited the Paris Sûreté to identify his work, was sure that most of the pictures were fakes and pointed out to the police mistakes made by the faker of "Le Lapin Agile"

CLAUDE LATOUR AT THE PARIS SÛRETÉ: The fifty-two-year-old great-great-granddaughter of the celebrated Quentin de la Tour (inset) seated beside two gendarmes after her arrest in Montmartre on suspicion of forging ten Utrillos, for which she was paid £2 apiece. Claude Latour, known as Zizi, is a talented but unsuccessful artist, and it is said that her forgeries of modern art works have been sold in America and other countries for many hundreds of pounds. Maurice Quentin de la Tour, her distinguished ancestor, became painter to the Court of King Louis XV in 1752, and did a remarkable series of over 150 portraits of the notable figures of the day, including the celebrated Madame Pompadour. The Pompadour canvas is now in the Louvre

WHERE THE FORGED PICTURES WERE SOLD: The art gallery in the Rue Lepic, opposite the famous Moulin de la Gallette, is now shuttered and barred while the Paris police investigate the sale of the faked Utrillo and Picasso pictures. The scandal has caused a sensation in art circles, as it is possible that it provides a clue to a host of similar forgeries

# ALL THE FUN OF THE FAIR AT FILEY

## The Holiday Camp, Phenomenon of the '30's, Has Won a Permanent Place in the National Life

By CHARLES GRAVES

THE first post-war holiday camping season is over, and literally millions of pounds have been spent by the public on holidays which would otherwise have been unavailable because of the scarcity and unpreparedness of the average boarding-house and hotel at the seaside.

Holiday camps developed shortly after World War I. and grew increasingly popular until, in 1939, there were three or four hundred of them with accommodation ranging from fifty or sixty beds to six thousand or more. Scores have reappeared this summer, and next year they will run into five or six hundred. There are various kinds dotted all over the country. It is safe to say, however, that the biggest and best are the Butlin Holiday Luxury Camps at Skegness, Clacton and Filey, to which will be added next year camps at Ayr, Pwllheli and, *nota bene*, Cannes, in the South of France.

I have recently returned from thirty-six hours at the camp at Filey. It is a fabulous affair. Built, though not internally decorated, in 1939, it was just in time to be requisitioned by the Air Ministry, first of all as an R.A.F. Recruit Centre, then as an Ack-Ack Training School for the whole of the R.A.F. Regiment. Later, its chalets housed four thousand West Indians straight from their native lagoons.

When de-requisitioned by the R.A.F. in January this year, the surface of the camp was a seething mass of mud and rubble, five hundred labourers, several bulldozers and sheets of snow, rain and ice. The buildings were shells. In a matter of weeks it was transformed into an absolute bower of flowers, with Viennese cafés, a Viennese ballroom, a Regency ballroom, a French bar, another theatre, vast banqueting halls, and two cinemas, among other things. A strong Continental flavour is produced by having gay murals on all the walls of Parisian midinettes and handsome young men à la Helen McKie, who is responsible for so many of these gay, amusing frescoes.

This camp, with its huge kitchens, can take nearly six thousand visitors at a time. The bulk of them stay for a week, arriving and departing on a Saturday. This means a remarkable piece of organisation—to send off 5,500 people between 6.45 a.m. and 10 a.m. on the same day that a similar number arrives. The tidying-up and the changing of all the linen and bed-clothes in the hundreds of chalets must be a very considerable problem in itself.

Many people who have not been to these camps use the word "regimentation." There is no regimentation. There is, however, a very high level of organisation. Nobody is compelled to do anything that he does not want to do. On the other hand, everybody can take part in some form of free sport or entertainment "laid on" throughout the day. This is one of the secrets of the success of Billie Butlin—the Napoleon of the holiday camps.

The ordinary holiday-maker who goes to a boarding-house will have to arrange and pay extra for his cinema, theatre, billiards, sailing, boating, and all the rest of it. At these holiday camps everything, after the initial down payment, is free—with the exception, of course, of drinks and cigarettes, and the like. How it has been arranged I do not exactly know, but this holiday camp is one of several which has never been short of beer throughout the holiday season. As for cigarettes, it happened once or twice that each visitor was limited to a packet of twenty per day, but that was purely because several of their predecessors, who came from areas where cigarettes were scarce, had bought hundreds at a time from the local "tuck shop."

The "tuck shop" is one of a number of shops inside the camp where you can buy anything from candy and newspapers to dresses, shoes, buckets, spades, grapes, peaches, oranges, leather bags, and presents to take home. The Filey camp is a small town in itself, with two post offices, a gigantic swimming-pool, surrounded by sun-bathing lawns, an ornamental lake — which was previously the parade-ground—milk-bars, ice-cream parlours, and all the rest of it. The camp controller, Group-Captain Borthwick-Clarke, was actually the Station Commander when Filey was an R.A.F. centre. I asked him about morality. His reply was: "It is exactly the same as it was when I was commanding here during the war. On rare occasions one has a group of youths, usually under the age of twenty, who start making a noise in their chalets after 11 p.m., and have to be quietened. I send for them next morning and inform them that if they do not guarantee to behave themselves they will be compelled to leave; incidentally, with a complete rebate of the money which they have paid in advance to come here. They always behave themselves after that. I have not had a single case of drunk and disorderly. With regard to matters of sex, we are in exactly the same position as a London hotel which accepts the declaration of a couple that they are, in fact, man and wife."

Group-Captain Borthwick-Clarke went on to say that excessive hilarity was a very rare occurrence, and that the average ages of the visitors varied considerably according to the time of year. In July and August the average age is about twenty-three. Earlier in the year and in the autumn the bulk of the visitors are in the 30's and 40's, or even 50's. This is because they are parents who have been able to go to Filey when their children have returned to school.

Mind you, children—as opposed to infants—are not excluded from these holiday camps. On the contrary. This is another of the secrets of Billie Butlin's success. Thousands of his clients are able, for the first time in their married lives, to go to the cinema or the theatre or the bar, together. At home, either the husband or the wife has to stay at home to look after the children while the other goes out.

But at Filey there are various playrooms and playgrounds for the children, including a mock castle, merry-go-rounds and imitations of Walt Disney and other fairy-tale edifices, like Mother Hubbard's Shoe. In addition, there are twenty-five commissionaires who patrol up and down the chalets, so that if any child is heard crying at night, in the absence of its parents, the latter can be immediately informed of the fact on the Tannoy. Mothers can thus go off for the evening without having to worry about their offspring.

This public-address system is a most important part of the holiday camp. It enables each visitor to be called individually to the telephone if required. It makes it possible for all of them to be woken at 8 a.m. with dance music, and to be informed during the day about the various activities arranged for them if they want to take part in them.

In the programmes, and elsewhere, the words "lads and lasses" are used in preference to "ladies and gentlemen," or "men and women," or "boys and girls." That is another of Billie Butlin's secrets of success. He sees to it that everybody is on exactly the same equality.

At the same time he stimulates competition between the various sections of the camp. Each visitor is allotted to a House, like that of a Public school, and just as any team must have a skipper, so there is a House captain who acts as fairy-godfather and also endeavours to guide his House to success in the various competitions. They wear red blazers and white trousers. There are also girl "red coats" and dancing instructresses. Among the instructors are champion roller-skating hockey players, boxing instructors, tennis instructors, riding instructors, swimming instructors, and P.T. instructors. One might have thought that the average lad or lass who has been in the Services would never want to see a P.T. instructor again, much less do his bidding. The fact remains that every day these classes are immensely popular.

The various Houses, by the way, are Windsor, York, Kent and Gloucester. In addition to the competition between the various Houses — competition which is quite evident from the applause and jovial boos when some award is given—there are continuous competitions for the prettiest girl, the best-looking children of varying ages, and for the knobbliest knees of the young men.

Each chalet has either a large double bed or two single beds, with hot and cold water, cupboards, chairs and the rest of it. They stand in neat, orderly rows and in a pleasant garden setting now largely restored following the comparative neglect of the war years.

Breakfast is at 8.30 a.m., lunch at 1 p.m., and dinner at 6.30 p.m. The latter hour may sound rather early to the West Enders, but, believe me, one does so much during the afternoon that one is distinctly hungry by 6.30 p.m., and quite ready to go to bed well before midnight, in spite of the attractions in the way of theatrical entertainments and the cinema.

To conclude: the only things missing at Filey were bowling greens and putting greens. These will be ready for next Easter. And if you are still in doubt about the morality, let me tell you that the Archbishop of York has accepted the honorary appointment of Ecclesiastical Adviser to Butlin's Luxury Holiday Camps. . . .

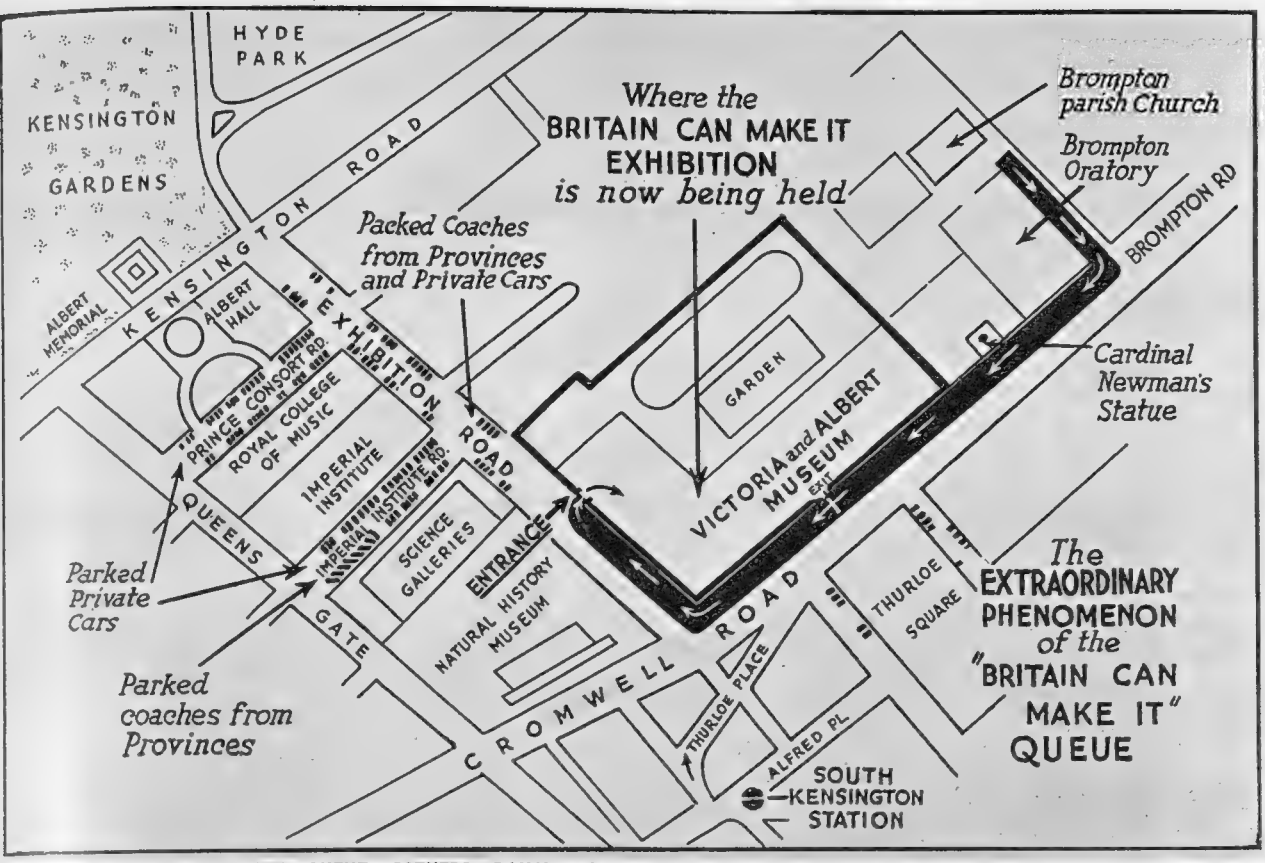
**THE NAPOLEON OF THE HOLIDAY CAMPS: Mr. Billie Butlin speaking from the stage at Filey when thanking members of the San Carlo Opera Company, who had just given a performance to the holiday camp audience. Mr. Butlin's presentation of opera at Filey was somewhat criticised at the time, but was fully justified by the enthusiasm of the campers**

**THE FIRST POST-WAR SUMMER AT THE FILEY HOLIDAY CAMP: *Left*—The open-air swimming-bath with its sun-bathing lawns. *Right*—Some of the chalets flanking one of the main avenues. During the war Filey was an R.A.F. camp; now, except for the bowling and putting greens, it is completely restored to its peacetime function as one of Mr. Butlin's showplaces**

**COMMUNITY SINGING—THE LADS AND LASSES LET THEMSELVES GO AT FILEY HOLIDAY CAMP: Mass enthusiasm is what Mr. Butlin seeks to create, and he succeeds mightily**

# LONDON'S LONGEST QUEUE

## The "Britain Can Make It" Exhibition Scores a Big Hit




**WHERE LONDON'S LONGEST QUEUE GATHERS DAILY:** A sketch-map showing the area round the "Britain Can Make It" Exhibition, which has been thronged with visitors ever since the opening day. At peak hours the queue stretches round the building to Brompton Parish Church. Private cars and coaches fill adjacent streets

**ANOTHER 20 YARDS TO GO!** The queue approaching the entrance to the "Britain Can Make It" Exhibition

**THE DAILY PHENOMENON:** The queue often begins in the early hours of the morning, and by 10 a.m. it has reached huge proportions

**ABOUT 750,000 PEOPLE HAVE SEEN THE "BRITAIN CAN MAKE IT" EXHIBITION:** The daily queues show no signs of diminishing, however, and more and more visitors are thronging in from the provinces

**SCHOOLS ARE CATERED FOR:** A party, which has come up for the Exhibition by coach, waiting to be admitted at a separate entrance

**SEEING THE GOODS SIR STAFFORD SENDS ABROAD:** Visitors to the Fabric Section of the Exhibition admiring the magnificent designs which are playing a large part in the building up of our export trade and for the moment remain scarce in Britain

The Victoria and Albert Museum has twice in one year been a centre of attraction. At the end of last winter thousands flocked to the Picasso Exhibition; now thousands more are flocking to the "Britain Can Make It" Exhibition, and 750,000 people have already seen the wonderful variety of goods Britain has to offer for export. By December 31 the total attendance figures may well reach 2,000,000.

The Victoria and Albert is no longer a museum—it has become a Mecca. Far away in the provinces, the news of a glittering show in London, to which all one's neighbours are going, has penetrated even to the remote farmhouse. Like a good follower of the Prophet, one must perform the pilgrimage. The tangible result is that the vicinity of the museum area has become blocked with coaches, moored head-to-tail. London's multitude has been reinforced from without.

In the grey of the morning, parties of visitors begin to arrive and quietly take their places in the growing queue. It is eight deep at its wider points. The tail lengthens; on some occasions it extends right past the Oratory and up the tree-lined avenue towards Brompton Parish Church. Vendors of coffee and tea begin to appear—and the inevitable paper litter. Motor-coaches, too, arrive by the score.

At one time it was hoped that the Exhibition would go on tour in the provinces, but Sir Stafford Cripps has now announced that it will close definitely on December 31.

**A MOTOR-COACH PARTY ARRIVES:** On Tuesday mornings schools now have the run of the Exhibition, the general public being excluded

**COFFEE AND SANDWICHES:** In these November days the stall does a roaring trade, and the ice-cream man must take second place

*New Lamps and Old*

# WE CAN LEARN A LOT FROM THE REGENCY

**Historians Have Poured Scorn on those Spacious Days, but It is Time They Were Placed in Truer Perspective**

By JOHN GORE

"REGENCY."—During our dismal preoccupations this dismal summer with sombre political failures and domestic worries, we gave much too little attention to many important events in the world of art and culture. The great Regency festival (for so it may be called) held at the Pavilion and elsewhere in Brighton evoked an interest among the cognoscenti which such grand-scale efforts to recapture the art and culture and atmosphere of an epoch very seldom achieve; and that vivid interest was, I think, little realised by the million. They may recall the "quaint" cricket match, the frothy Press accounts of the once flamboyant interiors of the Regent's joy palace, the ball in fancy dress, and so on. The importance of the exhibition largely escaped them. For that reason, I am glad to hear a hint that further and more careful and elaborate preparations are planned again to give us the opportunity we missed.

In the nature of things, the efforts of the promoters were hampered by restrictions, and though a great deal of careful research was undertaken, there was not sufficient time to display all its fruits. We are apt to regard the Pavilion as a fantastic and absurd toy, the man who created it as a gross buffoon, and all it stood for and the very Regency epoch itself as froth and folly of a regrettable kind.

In sober fact, the epoch is historically and artistically of the first importance, the Prince Regent has been the sport of "gossip-writers" from his own to our own day, and unfairly traduced, his few better qualities sinking into oblivion in the flood of scandalous and often exaggerated traditions and rumours. Sir Shane Leslie and Mr. Fulford have done their best to adjust the scales. The very term "Regency" has never been clearly defined. Indeed, in the world of art and furnishings, it has no reference to England at all. It has reference to French styles during the minority of Louis XV in the previous century.

In English history the strict "Regency" period was between the years 1810 and 1820. As a term in art it covers a longer period not very precisely defined, but somewhere within the limits of the first twenty-five years of the nineteenth century. None, who can reason logically, can dismiss as froth, historically or artistically, an epoch which covers Trafalgar, Austerlitz, Waterloo, the heights and the fall of Napoleon, the best of Jane Austen and Scott and Byron, and much that was pre-eminent in painting and architecture, not to speak of how much else of permanent historical interest and of artistic and literary merit.

Nor, of course, do any but the frothy, and those who dip their mouths in froth, so regard that tremendous epoch. The fantastic Pavilion, and all it stood for, are taken, and always have been taken, seriously enough by those who know the truth. The interest which has always been taken in it by the more artistic members of our own Royal Family (and it has produced a number of very shrewd connoisseurs and collectors) is in itself a proof of this, and it was, above all, from the superb collections of examples of the art of that period in royal residences that the fantastic Pavilion was refurnished to life last summer. In its way, indeed, the Pavilion and its contemporary contents were no less important documents of an epoch than are (or were) Regent Street, the Regency squares and terraces which survive, or some of the State rooms at Windsor—or, for that matter, *Pride and Prejudice*.

**Breathing Life Into a Corpse.**—To bring home to the general public the authentic atmosphere of the period, it is recognised, the headquarters of the "Regency" must be made to live again. We live in an age of banner headlines and inch-deep grease-paints. The popular Press and the films have blunted our perceptions. We can no longer fill in detail for ourselves. The promoters of the Regency festival of 1946 realised that, and did everything in their means to revive the life of the long dead and cold Pavilion, even to the shrewd touch of supplying daily changes of beautifully arranged flowers in vases in the saloons. Next year, I hope they may go much further; for research continues.

And, fortunately, the life of the Pavilion is documented in contemporary letters and memoirs with a wealth of accurate detail that is rare for any pre-mid-Victorian period. It is a fortunate circumstance that that ready writer and (in the main) accurate word-painter Thomas Creevey kept his family in Brighton in the year 1805 (as not less happily he banished them to Brussels in the year of fate, 1815). Fortunate, also, that Mrs. Creevey was well liked by the Prince and a great friend of Mrs. Fitzherbert.

A vast mass of the Creevey letters and notes detailing the daily life at the Pavilion in that year have been published, and as much or more (which perhaps will now never see print) remains untapped at Whitfield Hall, Northumberland. What *is* published from the pens of the Creeveys alone can supply a wealth of accurate and exactly detailed information concerning the day and evening rounds in the Pavilion in 1805. The very dress and the manners of the habitués during that year are very fully described. The nature of the talk on politics, war and British sport of the Prince and his circle can from them be transcribed into a living script for a pageant-scene of those days. And if more authorities are needed, they can be readily found in Conan Doyle's careful bibliography of his authorities for his novel *Rodney Stone*, a capital story for boys which yet reeks of midnight oil. And there is always Greville for other years. Next year, therefore, I shall hope to enjoy a really authentic and exact reproduction of a night at the Pavilion in November 1805, in a setting meticulously accurate in every detail of furnishings, dress, individual traits of character, manners and conversation.

And if that effort does not cause the million-dollar enterprises of Hollywood to translate British history to pale into the insignificance they deserve, then indeed nothing will teach us to recognise merit or to think for ourselves, or at least to derive our opinions concerning the truth and taste from native and not from foreign authority.

**The Cause of Our Contempt.**—What *is* the truth? Why is it common enough, with our post-wars mentality, to throw scorn on the Regency epoch, forgetting its virtues and concentrating on its injustices and frailties? The shadow of the Napoleonic wars hung heavy over it at the time, accounted for much of its injustices, encouraged many of its vices, but not less some of its virtues.

Mr. G. M. Trevelyan puts his finger on that, as he so often managed to do:

"It was, indeed, a notable period in the higher civilisation of the island, where all through the wars great landscape painters, poets and novelists were working for a large and eager class with the wealth and leisure to enjoy their works. Never was country-house life more thriving or jovial, with its fox-hunting, shooting and leisure for spacious and well-stocked libraries. Never was sporting life more attractive, with its coaching on the newly macadamised roads and its boxing matches patronised by the nobility. In the mirror which Miss Austen held up to nature in the drawing-room, it is hard to detect any trace of concern or trouble arising from the war."

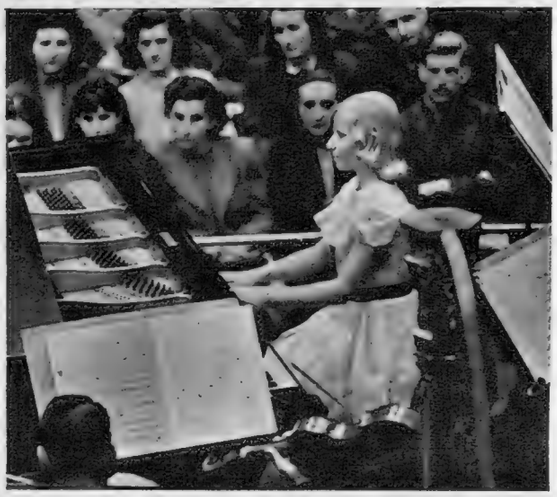
That was, that is, the trouble. The chief sufferers in the Regency epoch were the working classes. And to-day we are all of us "working-class" people, and we must be deeply conscious of any wrong done to the under-dog. We have come to regard "spacious days" and leisure (at any rate, for culture) as neither desirable nor respectable. But we can usefully learn a lot from the Regency of the right use of leisure.

**THE REGENCY ATMOSPHERE RECAPTURED: Claire Luce as the immortal Becky Sharp and Frank Tickle as the fat, vain and vulgar Joseph Sedley in the stage version of Thackeray's "Vanity Fair," which was presented last week at the Comedy Theatre. The play, which conjures up the Regency atmosphere, is the work of Constance Cox, thirty-two-year-old widow of a Battle of Britain pilot, who already has eight plays to her credit but still runs a shop in Brighton (spiritual home of the Regency) in company with her sister. Before it came to London, "Vanity Fair" did a tour of sixteen weeks in the provinces, playing to over 130,000 people**

# MUSIC, DRAMA AND FILM

A Review of London Entertainments

A TWELVE-YEAR-OLD SCHOOLGIRL PIANIST PERFORMS AT THE ALBERT HALL: Elizabeth Powell playing Mozart's Pianoforte Concerto in C Major with the London Symphony Orchestra. She gave an accomplished performance which was well received by the critical audience



**ELIZABETH POWELL AT THE PIANO WITH THE LONDON SYMPHONY ORCHESTRA: A picture taken during her debut at the Albert Hall.** Born in Strasbourg of an English father and a French mother, Elizabeth Powell started to play the piano at the age of four-and-a-half. At the beginning of the war she escaped with her mother, but her father was interned when the Nazis occupied France. The family are now reunited and live at Oxford, where her father is an official in the Ministry of Food. Elizabeth showed remarkable musical talent and recently gave a public performance at the Albert Hall. She was the soloist in Mozart's Piano Concerto, for which she had written her own cadenza for the first movement

**ROBERT DONAT AS BENEDICK IN "MUCH ADO ABOUT NOTHING": A colourful production at the Aldwych Theatre.** Robert Donat is a film-star who constantly refreshes his acting with stage work. His great number of fans could see him in many moods as the Young Lord of Padua. The production was slow, but the settings and costumes by John Armstrong were brilliantly effective, and Mr. Donat has given London an opportunity to see a Shakespeare play that is seldom done, although Donald Wolfit included it in his last season at the Winter Garden. The low comedy was excellently performed by Jay Laurier as Dogberry and Horace Sequeira as Verges. Henry Oscar made an impressive and coldly villainous Don John. The play was directed by Fabia Drake

**A YOUNG SWEDISH ACTRESS TO STAR IN A BRITISH FILM: Mai Zetterling waits in a London street during the filming of "Frieda."** The title-role in the film of Ronald Millar's successful play *Frieda* is being played by Mai Zetterling, who was recently seen by London filmgoers in the Swedish picture *Frenzy*. Some of the scenes for the film of *Frieda* were shot in a blitzed church; the Church of St. Catherine Colman at Acton, which was used to represent a Polish church between the Russian and German lines in March 1945. The scene is that in which the British Air Force officer (played by David Farrar) marries Frieda Mansfeld, the German girl (Mai Zetterling)

The World of Books—By Vernon Fane

# "FANFARE FOR ELIZABETH"

*Miss Edith Sitwell's Memorable Book in which Anne Boleyn's Influence Upon the Uneasy Court was a Strange Prelude to Her Daughter's Long Reign*

ALL the qualities which make for a great art in which pity and terror are in full degree extracted from tragedy are in Miss Edith Sitwell's FANFARE FOR ELIZABETH (Macmillan. 12s. 6d.). The story begins with an extraordinarily vivid sketch of life in England, and in London in particular, at the time when Elizabeth of England was born. Over the scene broods that terrible "giant with a beard of gold and a will of iron." Henry VIII was a man of great personal beauty, skilled at arms; more than something of a scholar and a musician. "He was born to rule, and with all his lion's strength and ferocity, he was in certain ways a great King." He was also one of the most treacherous, malicious and bloodthirsty tyrants who ever lived. Beside his, the deeds of some of those condemned to a well-merited death at Nuremberg pale into insignificance.

Consider the list of men and women bearing great names who attended upon the christening of the infant Elizabeth. "The sun of the late summer glittered on the gold cups frosted with pearls, and on the gold trains of the company." The shadow of death was upon them all. Even the Archbishop, who bestowed a solemn dedication, was to perish in the flames of martyrdom.

Miss Sitwell quickly takes the reader from the presence of the darkly brooding Catherine of Aragon into the summer lightness and dancing presence of Anne Boleyn, whose ghost was subsequently never to be banished from that uneasy Court even unto the last days of her daughter's long reign. Indeed, the spirit of the witch-Queen is never far from Miss Sitwell's pages. Elizabeth was always strangely silent about her mother; the composer of this Fanfare decides that Anne Boleyn shall be the *leit motif*.

Living and dead, she dances through these pages, though the considered verdict of the author is that: "The present writer believes her to have been condemned, in reality, for sins and faults for which she was not arraigned—for her boldness and un-Queen-like demeanour, her loud laughter, the spell she cast over the husband of another woman—for her insolence and cruelty to Catherine and Mary, her interference with the life of the nation." In this welter of blood, murder, treason and treachery, a number of minor characters pop up, such as Lady Bryane, who fussed and wept and fumed over the two young Princesses, and over the new baby Prince with all the ecstatic frenzy of a good family nanny.

*Fanfare for Elizabeth* is a poet's book, and none the worse in that the poet should have fallen in love with the light summer ghost dancing irrepressibly through its pages.

Man belongs, says Mr. H. J. Massingham, to the country and not to the town; to the rural life and not to the urban, and to a kind of life in which the real craftsman may flourish. WHERE MAN BELONGS (Collins. 12s. 6d.) is a brilliant and engaging statement of this thesis, written with the enthusiasm that can properly be called passionate, and which is typical of this author on a subject of the kind.

Taking Shakespeare as the genius of the essential England, Mr. Massingham illustrates by free quotation the close relation that there is between Shakespeare and the things of the natural world, and seeks to prove that though "the organic Shakespeare is the least recognised of all the Shakespeares . . . yet this one, the Shakespeare of Warwickshire, is the root of them all. The voice of enchantment speaks out of the depths of the true, the country England."

It is easy enough, and a fascinating exercise, to read through the plays, looking for such clues. They are found constantly, and in every context. Shakespeare was as familiar with country trades and crafts as with the creatures of the fields and woods, and here again you will find the traces of that knowledge in page after page that he wrote.

In further essays, Mr. Massingham writes of Jane Austen of Hampshire, Ireson of Stamford, and several others, always relating the character and the work to the countryside that knew them. An unusual book, and one that you are going to enjoy.

**TWO INNS WITH A HISTORY STAND IN THE PATH OF PROGRESS:** The Three Magpies (top) and the Old Magpies (above) are to make way for the extensions to London Airport at Heathrow. The Old Magpies can trace its history back to 1216, and it is said to have provided cover for Dick Turpin and Claude Duval. The Three Magpies is named after a trio of highwaymen who made the inn their headquarters and from it raided coaches on the London-Bath road. They were caught and hanged on the site that is now the airport

THE PAGEANT OF THE YEARS (Heinemann. 18s.) is Sir Philip Gibbs's autobiography; that is to say, it is the life-story of a man who has become a distinguished journalist, a great war correspondent and a "best-selling" novelist. His youth passed in a house on the edge of Clapham Common in the '80's is extraordinarily clearly remembered, and few are now left who knew Fleet Street in the days of Northcliffe and Marlowe and Wallace, who was the first to expose the "discoverer" of the North Pole, and to interview a Pope.

The First World War naturally occupies more space in his book than any other single event. Much had been written between Mons and the Somme about the glory and romance of fighting. But Sir Philip was the first to tell the truth about it: he alone had the courage to paint the true picture of that "blood bath" that was the Somme, and of that shambles which was Passchendaele, and it took a brave man to do it. In these pages he tells of how he wrote such books as *The Soul of the War* with enviable modesty and restraint.

The story of his comings and goings after 1918, the sketches of the men he met and things he noticed are passed over lightly enough, without heat, passion or even emphasis. Nevertheless, they give a very clear picture of the breakdown of the peace-machine, and of the gathering war-clouds. Eventually the storm breaks again, and once more he is in harness, though no longer even in middle-age. This time it is the Maginot Line.

But the ultimate effect of the book on the reader's mind lies not so much in the pageant of events but rather with the man who wrote it. In these pages he spends little space on his own opinions, or directly upon himself. In fact, it is only indirectly that he emerges from his pages as a man who has essentially kindly feelings towards other men, of whatever nation, class or caste they may be. A man having compassion on his fellow-men. And this is perhaps the main reason why the book should be read.

No matter what form he adopts—and the present one is far from ideal, in my opinion—it is impossible for Mr. Nevil Shute to tell a story other than very well indeed. VINLAND THE GOOD (Heinemann. 6s.) is written as a film treatment—that is to say, the shape in which the writer presents a story to the film technicians, who take it on from there. The result looks rather like a play-script, consisting mainly of dialogue, interspersed with camera instead of stage directions.

The theme that Mr. Shute has chosen is Leif Ericsson's first landing in America, in the year 1003 A.D., when he failed to establish a colony there, but brought back ecstatic reports of the beauty and the richness of the country. The story is told in the framework of a schoolmaster's history lesson to a rather dull class in a modern school, when he chooses to stir their interest by taking America as the subject, and by going back to the days before Cabot and Columbus, to the discoveries of the Vikings.

For the rest, the story is played out by the characters themselves, who are firm, true to life and well-contrasted. Their dialogue is trim and natural, and has enough modern idiom—but not too much—to give a pleasantly informal flavour to what might easily have been made falsely archaic. What really matters more than any of these qualities, though, is that gripping force which makes one read on and on.

# SHORTER REVIEWS

## of Some of the Latest Books

Richard Aldington, poet, novelist and biographer, is certainly versatile, and scarcely have we digested his new summing-up of Wellington than we are confronted by his edition of the selected works of OSCAR WILDE (Heinemann. 15s.). As with Wellington, the man of action, so with Wilde, the man of conversation, Mr. Aldington attempts a balanced appraisal, wisely playing down the already overstressed details of Wilde's private life, which in the space of half a century have outshadowed the man and his real work. Mr. Aldington cannot refrain, however, from a round condemnation of the society which subjected Wilde to such a savage sentence and subsequent public persecution, which he says are really topics for "the psychologist of sadism, lynching and mob terrorism." The book contains extracts from Wilde's prose and poetry, and also some of his unpublished letters, and everyone will enjoy the chapters devoted to Wilde's sayings and anecdotes.

Rupert Brooke, the symbol of heroic youth sacrificed in the First World War, may not wholly suit the mood of to-day; but he was a master of the sonnet and of the lyric form, and at least a little of what he wrote truly belongs to our poetic heritage. THE POETICAL WORKS OF RUPERT BROOKE are reprinted by Faber and Faber (8s. 6d. nett) in an excellent new edition marked by fine typography and printing. The poems are arranged chronologically, and a number of early verses, hitherto unpublished, help to give the reader an idea of the poet's development up to his untimely death.

Germany in defeat; Germany with an army of occupation; with an embittered drifting population; with a million or so foreign Displaced Persons living in squalor in her midst, among them many bent on revenge; with industry at a virtual standstill, is a sordid place these days. In his documentary, EUROPEAN WITNESS (Hamish Hamilton. 10s. 6d.), Stephen Spender makes us feel at the end of a lightning tour just how sordid it has become. The German house has been swept and garnished, but we must plant something real to take the place of the evil that has been driven out.

In similar vein is KEY TO JAPAN (Heinemann. 12s. 6d.), which the author, Willard Price, dedicates to the men of the Army of Occupation. It is a penetrating discourse on the Japanese way of life, an exposure, indeed, of the dark corners of Japanese mentality, and he urges that the Allies give ceaseless thought to the problem of eliminating Japan's military caste system. So long as it persists, he declares, so long will peace be menaced.

The mantle of Deneys Reitz, who wrote that brilliant book *Commando*, would seem to have fallen on Henry John May, whose RED WINE OF YOUTH (Cassell. 10s. 6d.) is a first-rate autobiography. The author, a well-known South African lawyer, includes Palestine, China and Australia in his journeyings, but he is at his best in describing life and conditions in South Africa. His account of the plot to force General Smuts into a declaration of neutrality at the start of the Second World War will be an eye-opener to those who are apt to forget that it is not yet half a century since the close of the South African War.

Among the new novels of note are BOSTON ADVENTURE, by Jean Stafford (Faber and Faber. 9s. 6d.). This is the work of a young American writer who has won golden opinions in her own country. ISLAND OF THE INNOCENT (Allen and Unwin. 9s. 6d.) is by Madeline Kent, and, full of good characterisation, has its setting in the England of Munich settlement days. WINDWARD PASSAGE (Jarrolds. 9s. 6d.) is an historical novel very much in the style of Sabatini. It is set against the background of buccaneering days in the seventeenth century, when Henry Morgan was the scourge of the Spanish Main. ONE DAY ON BEETLE ROCK (Pleiades Books. 10s. 6d.) is a delightful nature story by Sally Carrighan, and the illustrations by Eileen Mayo give the book an added distinction. The author writes about the creatures on Beetle Rock, in the High Sierras, with the skill of a novelist and the knowledge of a first-class naturalist.

COUNTRY TOWN (John Murray. 21s.). Here is a book for planners by planners. It is a civic survey of the planning of Worcester by a skilled research team directed by Professor Florence, of the University of Birmingham.

Creda

The joy of using Creda electric appliances has been withheld from many households owing to our war-time activities but large-scale production will be resumed just as soon as labour is available. You can expect new designs giving still better service in your home.

*Creda for*

ELECTRIC IRONS

KETTLES · FIRES · COOKERS

BOILERS · WATER HEATERS

Issued by SIMPLEX ELECTRIC CO LTD · OLDBURY · BIRMINGHAM



*Modern make-up miracle*

A tinted cream to apply before powdering! Coty 'Sub-Tint' veils your skin with a silken film of beautifying colour— brings you a clear, velvet-smooth, flawless, new complexion! Hides little faults, freckles. Holds powder. Never looks "made-up".

Coty 'SUB-TINT'

*Vibrant, Light, Medium, Dark, **6/9** a jar including tax.*



By Appointment
Biscuit Manufacturers to H.M. King George VI
HUNTLEY & PALMERS LTD., READING, ENGLAND

Huntley & Palmers

*the first name you think of in*

Biscuits



*"Lend me your Kershaws"*

You can't make a better choice than a KERSHAW. Whether you're in the Royal Enclosure at Ascot, or in the crowd at Tattenham Corner, at Cheltenham, York, or anywhere where horses compete on the "flat" or "over the sticks," your KERSHAWS will be invaluable.

Where racing is concerned, only KERSHAWS are good enough.

OLYMPIC (8 x 30)

Price £23 7 6
including purchase tax on leather case and sling.

KERSHAW

KERSHAW-SOHO (Sales) LTD.
37/41, MORTIMER STREET • LONDON, W.1

BABY EYES WILL TELL YOU...

*this is the kindest powder in the world*

Johnson's baby powder

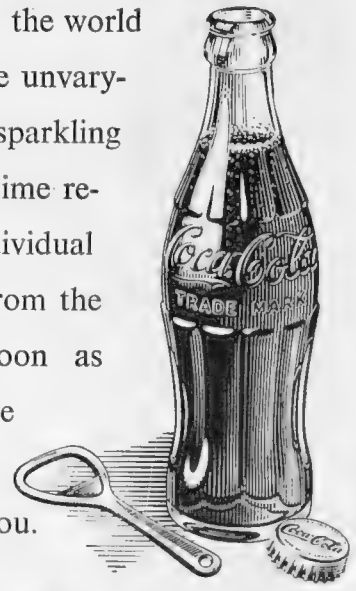
★ and see how your baby approves of Johnson's baby soap and baby cream ★

# FRIEND OF MILLIONS

Coca-Cola

TRADE MARK REG.

Millions of people all over the world have come to appreciate the unvarying quality of this delicious sparkling drink. In Britain the wartime restrictions controlling individual brands kept 'Coca-Cola' from the civilian market, but as soon as these restrictions go there will be plenty of 'Coca-Cola' to refresh and delight you.




## DELICIOUS AND REFRESHING

*The registered trade marks "Coca-Cola" and "Coke" distinguish the products of The Coca-Cola Co. Ltd*

The Coca-Cola Company Ltd., Southfield Road, London, W.4

CVS-11

paris ROGER & GALLET london

*fine cosmetics*

*When*

*"Golden Shred"*

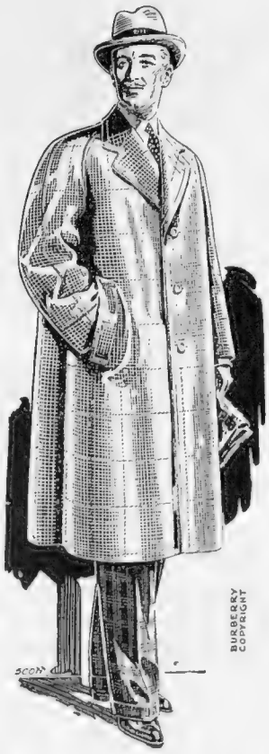
*reappears upon the breakfast table you will know that*

*The World's Best Marmalade*

*is being made again. Until then the Marmalade to buy is*

*J.R.*

James Robertson & Sons (P.M.) Ltd.
*Golden Shred Works*
London, Paisley, Manchester, Bristol




# WEATHER SECURITY

. . . Choose a

**BURBERRY Overcoat**

Coast or Country Town or Travel, weather changes are met with confidence and comfort.

In bitter winds Burberry Overcoats supply full and luxurious warmth, yet, on mild days, a satisfying coolness.

*Telephone :*
*Whitehall 3343*

# BURBERRYS

HAYMARKET LONDON S.W.I

*Agents in all Principal Towns*

**BURBERRYS LTD.**

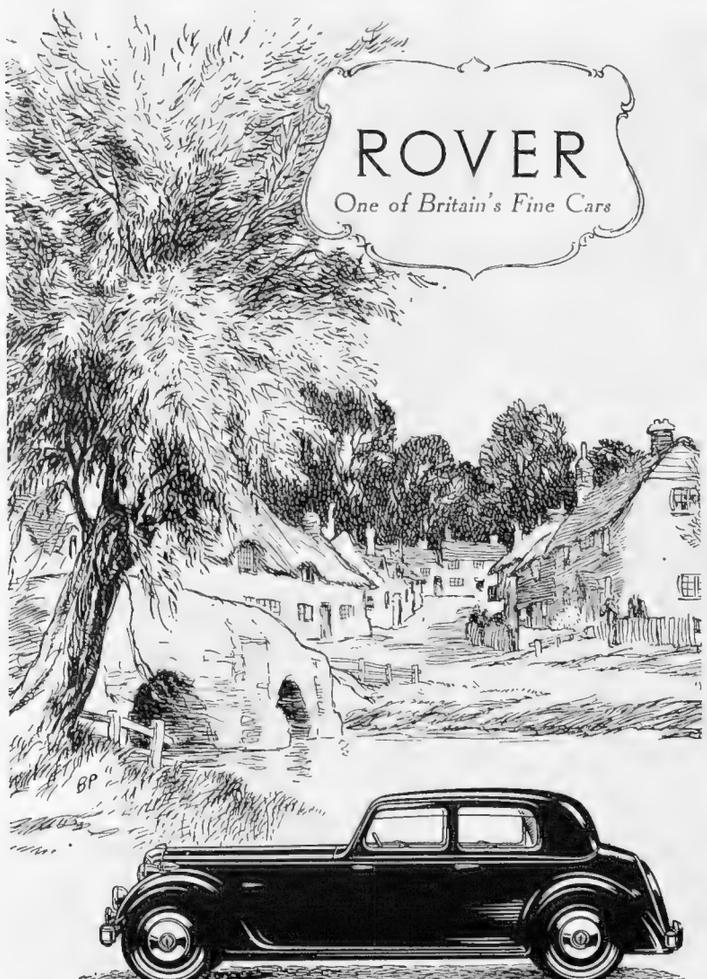
COOL, DELIGHTFUL, FRAGRANT

# ATKINSONS

*Eau de Cologne*

THE EAU DE COLOGNE OF FINEST QUALITY

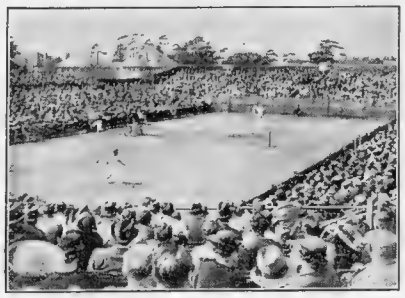
AEC 158-821 J. & E. ATKINSON LTD




The Rover Co. Ltd., Solihull, Birmingham ; and Devonshire House, London

CVS-61

# EN-TOUT-CAS



## A FEW POST-WAR RECONSTRUCTION ORDERS

The repairing or making new courts at the following noted clubs, etc. :

THE ALL ENGLAND CLUB, WIMBLEDON. A new No-Upkeep Court. Repairing all existing Hard Courts. New netting surrounds, etc. for Junior Championships, etc.

THE WEST HANTS CLUB, BOURNEMOUTH. Repairing all Hard Courts (eleven) for the British Hard Court Championship.

QUEEN'S CLUB, KENSINGTON. Re-making seven war damaged Grass Courts.

Also 478 orders have been received, which include some of the most important Schools, Hotels, Municipalities, well-known people, etc., in the country.

We are now able, thanks to returning staff and partial easing of the raw materials position, to undertake the construction of "En-Tout-Cas" Courts—the number, however, still being limited.

May we suggest that you allow us to put your name on our rotation list and then we can give your enquiry attention.

We are also engaged upon the construction of Sports and Recreation Grounds, and bulk levelling with the latest type mechanical tools can be *promptly* undertaken.

Work on Houses and Factories at present precludes the construction of Squash Courts and Swimming Pools (unless permits obtained).

We specialise in Grass Seeds for all types of Sports Grounds. Forty years of this work has given us the necessary experience that enables us to advise the correct mixtures to be used to suit the soil and to meet the requirement. We analyse soils free of cost and also advise and supply the best fertilisers to be used for each particular case.

**THE EN-TOUT-CAS CO. LTD.**

By Appointment to the late King George V. Hard Lawn Tennis Court Makers

SYSTON Nr. LEICESTER

By Appointment to H.M. the King of Sweden. Hard Lawn Tennis Court Makers.

*Telephone: Syston 86177 (3 Lines).*

London Office in Fortnum & Mason's Sports Dept. (3rd Floor), 182 Piccadilly, W.1

*Telephone Nos.: Regent 0141-0142.*

# The Common Cold

## —this may help you

IF you are one of the millions who suffer from colds during the winter, Serocalcin may help you. We do not claim definitely that it will, nor do we pretend that it is infallible. But many thousands of regular users find in Serocalcin the means of successfully preventing and treating colds — and so may you.

### Prevention of colds

Two Serocalcin tablets are taken daily for 30 days. In many cases this gives 3 to 4 months immunity from colds.

### Treatment of an existing cold

Three tablets are taken three times daily. Commenced in the early stages of a cold this often clears up the attack in 3 or 4 days. Serocalcin is suitable for adults and children.

The immunising course of 60 Serocalcin tablets costs 8/5½d. Treatment pack of 20 tablets — 3/4½d.

*All who suffer from colds are invited to send to Harwoods Laboratories Ltd., Watford, for descriptive booklet "Immunity from Colds".*

**SEROCALCIN**

Regd.

FOR THE PREVENTION & TREATMENT OF COLDS

# MELTICIPATING

THE RETURN OF

Meltis New Berry Fruits

*N.B. To 'Melticipate' is to anticipate sweetly*

Meltis Ltd., London & Bedford

# FERNANDEZ FINO SHERRY

PRODUCE OF SPAIN

NOW OBTAINABLE IN LIMITED SUPPLIES
ASK YOUR RETAILER

# Bronco

The De Luxe Toilet Paper

WITHOUT PARALLEL FOR *Quality*

AND WITHOUT EQUAL FOR ECONOMY· · · ·

MAXIMUM RETAIL PRICES

ROLLS 1/3d

INTERLEAVED per pkt 11d

The Wetherdair "Perennial" Label

# WETHERDAIR

"PERENNIAL"

*The Impeccable*

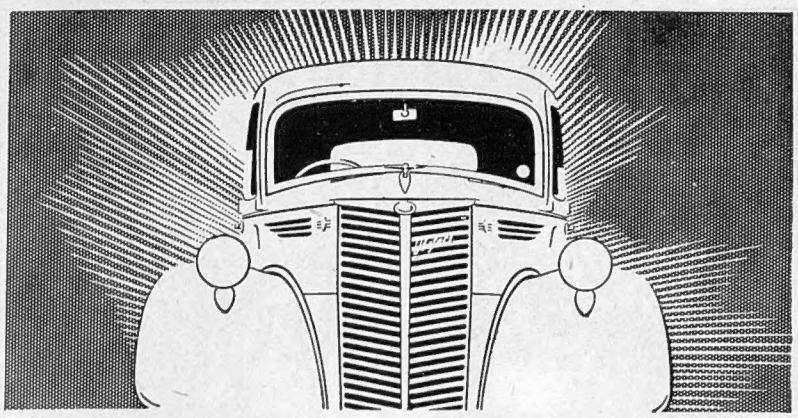
# WEATHER COAT

If the cut could be copied and the tailoring matched the cloth would still remain exclusive for it is a special WETHERDAIR weave

*from only the finest shops*

WETHERDAIR LIMITED
BRADFORD & LONDON

WET · · WETHER · · WETHERDAIR



# 20,000 Friends on the road

There may be more or there may be less—the important thing is that there are plenty—and there's sure to be one at the next Ford Dealer you come to. A mechanic trained at Dagenham, a man who *knows* the anatomy of the Ford Engine, who knows what was put into it, the how and why; a man who can put his finger on the cause and knows the answer. *Because he has had three months special training at Fords.* And with standardised parts in stock and a standardised schedule of charges for repairs, you can be sure of service—anywhere—and sure of where you are when you come to pay. Is all this worth waiting for? Everyone and everything at Dagenham is all out to shorten the wait.

PREFECT 10 h.p. £275 (Plus £77.2.9 pur. tax)

ANGLIA 8 h.p. £229 (Plus £64.7.3 pur. tax)

Ford

CONSTANT IN PERFORMANCE

BY APPOINTMENT MOTOR VEHICLE MANUFACTURERS

FORD MOTOR COMPANY LIMITED, DAGENHAM

An overcoat should give more than harbourage from the weather. There should be a pleasurable feeling of warmth and ease, that can be renewed each day and gratefully revived winter after winter. But good materials and good tailoring must first go to the making, as we very well know.

**AUSTIN REED**

OF REGENT STREET

LONDON AND PRINCIPAL CITIES LONDON TELEPHONE: REGENT 6789

"Operation Sink"

*AFTER meals there is always the bogey of clearing away and washing up. However, most people like to linger awhile over their meals. We suggest that there is no better time in which to enjoy an "Embassy".*

LARGE SIZE—MILD FLAVOUR

20 for 24

PLAIN OR CORK TIPPED

W. D. & H. O. Wills, Branch of The Imperial Tobacco Co. (of Great Britain & Ireland), Ltd. E.M.28F.

GRIGOR for VIGOR

Traditional quality

OLD SCOTCH WHISKY

in original OLD-FASHIONED FLASK

*Unsurpassed in quality, although restricted in distribution by scarcity of old stocks*

**WILLIAM GRIGOR & SON INVERNESS**



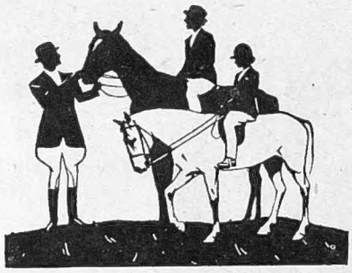
BOOTH'S DRY GIN

BY APPOINTMENT
Gin Distillers to H.M. King George VI
BOOTH'S DISTILLERIES LIMITED

*Definitely Superior!*

MAXIMUM PRICES: 25/3 PER BOTTLE; HALF BOTTLE 13/3 (U.K. ONLY)

THE ONLY GIN THAT HOLDS THE BLUE SEAL OF THE INSTITUTE OF HYGIENE



# THE BREECHES MAKERS

can still accept orders for made-to-measure Breeches and Jodhpurs for Ladies, Gentlemen, and Children

**READY-TO-WEAR JODHPURS FOR LADIES & CHILDREN ALWAYS AVAILABLE AND MAY BE ORDERED THROUGH THE POST**

Please send the following measurements: height; waist; inside leg down to ground; thickest part of calf (next to the skin). If for a child, state age.

**HARRY HALL** LTD

*Sporting, Civil, & Service Tailors*

**235-237 REGENT STREET, W1**

*Telephone: REGent 2115, 5159*
*Telegrams: Hallzone, Wesdo, London*

## *The Smith*

A CENTURY ago he made garden tools and small farm implements. As a true craftsman, he chose the material, forged the blade, the share or the tine; ground, sharpened or set it and, as likely as not, made and fitted the haft himself. And the smiths who left their individual forges in Warwickshire lanes and Staffordshire hamlets to work in midland factories remained craftsmen, shaping various materials with equal success. It was not until later that factories became complex organizations of machines and men, individual craftsmanship giving place to skilled team work.

As industrial methods changed, so banking developed. From the fusion of many small country banks, the Midland Bank has become a nation-wide institution, pre-eminent for service at more than 1800 branches in England and Wales and with many thousands of agents throughout the world.

**MIDLAND BANK LIMITED**

SUPERLATIVE QUALITY AND DESIGN

IN NORMAL TIMES THE BEST SHOPS HAVE THE VALSTAR "777" RAINCOAT—SUPPLIES NOW, HOWEVER, ARE STRICTLY LIMITED

VALSTAR LTD.,
SALFORD 6, Lancs.
Also at 314 Regent St., London, W. 1



*Great Scotch!*

# OLD ANGUS

**A NOBLE SCOTCH**

*Gentle as a Lamb*

OA.9



## IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

*Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1.*

Unlike the Opera House at Stockholm, which has expanding and contracting walls, the

**NORFOLK HOTEL,** BOURNEMOUTH
**One of Britain's finest hotels**

has as yet no such facilities, so Mr. and Mrs. F. J. McInnes, the active proprietors, regret that they have so often to refuse would-be visitors.

**BOURNE HALL HOTEL,** BOURNEMOUTH
Offers shops, scenery and plenty of sunshine. Provides admirable quarters in a central position. Bridge, Billiards, Warmth and plenty of breathing-space.
THE KEY POSITION OF BOURNEMOUTH. *Resident Director:* Mrs. R. J. Bray.

**BOURNEMOUTH**
**TOLLARD ROYAL HOTEL**
has reopened and has first-class accommodation and service AVAILABLE NOW. Finest position facing the sea. Suites and private bathrooms. Tel.: 6671.

*Westward Ho?* Spend a night or more at
**The ROYAL CLARENCE HOTEL, Exeter**
in the quiet of the Cathedral Close

**EASTBOURNE, THE GRAND**
This famous hotel, completely redecorated from top to bottom, has reopened and enquiries are now invited for the Autumn and Winter months. Many of the old staff with their traditional regard for Service are returning. Tel.: 1600.

**THE HAND HOTEL,** LLANGOLLEN
One of the best known and best equipped hotels in North Wales, at entrance to the Welsh Tyrol. Quiet, restful, amidst beautiful scenery. H. and C. running water all bedrooms. Good train service. Close station. Terms from 22/6 per day incl. Salmon fishing. Tel.: Llangollen 3207

*Spend a Quiet Winter in the Comfort and Warmth of*
**CLEVELANDS HOTEL** NORTHAM, WESTWARD HO! N. DEVON Tel.: 300 Northam.
Luxuriously furnished Hotel and Country Club in Park of 12 acres. Beautiful glassed-in verandah suntrap. Excellent cuisine. Mile from Bideford and Westward Ho! Early booking advisable. Special Winter Rates.

THE CORNISH RIVIERA IS NOT A MYTH. Keep warm and well this winter by staying at the
**QUEEN'S HOTEL, PENZANCE**
Facing the sea, the sun and the south. Central heating, private suites. Apply Manager early. Tel.: Penzance 471.

**THE COUNTY HOTEL, ROTHBURY**
NORTHUMBERLAND
For bracing air and glorious scenery, Good Food, Own Garden. Fully Licensed. H. and C. and Electric Radiators all bedrooms. A.A.*** R.A.C. Cocktail Lounge. Telephone and Telegrams: Rothbury 6. and Veteran Motorists.

**THE SPA HOTEL,** ROYAL TUNBRIDGE WELLS
Faces the south and the sun, 400 ft. up in 65 acres of park land. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. From 7½ guineas. WINTER TERMS BY ARRANGEMENT. Tel.: 1911.



1946

**NOV. 9**
**Please Give Generously and help to**
*Eclipse*
**last year's total**

JAMES NEILL & CO (SHEFFIELD) LTD, SHEFFIELD 11.



**LEMON HART RUM**

*The Golden Spirit*

*With Lemon, Orange or Lime A Winner every time!*


PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, NOVEMBER 9, 1946. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

THE AUSTIN MOTOR CO., LTD · LONGBRIDGE · BIRMINGHAM

EVERYONE IN ENGLAND

*Dear Mr. Terry, Why can't I have an Anglepoise?*

*Because, Dear Lady, the Anglepoise is so deservedly popular that production simply cannot keep pace with orders. However, supplies are gradually increasing and we hope you'll secure your Anglepoise with its 1001 angles, its comfort and convenience and its saving on light bills . . . . . .*

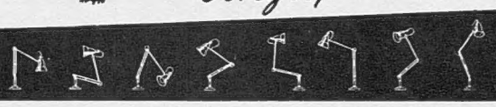
Sole Makers—

**HERBERT TERRY & SONS LTD., REDDITCH**

The **TERRY** *Anglepoise* **LAMP**

*Patented all countries.*

NOTE ITS 1001 ANGLES



**KNOWLEDGE · INVENTION**
**APPLICATION · DELIVERY**

*The Sign of* M-V *all these . . .*

In our darkest hour the great engineering works of METROPOLITAN-VICKERS went confidently ahead — planning, inventing, adapting and delivering the tools of war in huge quantities. Those same vast facilities which produced Radar equipment, aircraft frames, gun-conversions and electrical equipment of every possible description for the Armed Forces have now switched over to the production of electrical equipment—a vital necessity in the building of the future new world.

METROPOLITAN Vickers ELECTRICAL CO. LTD. TRAFFORD PARK ··· MANCHESTER 17.

AEI

*Welcome Always—Keep it Handy*

**GRANT'S**

MORELLA

**Cherry Brandy**

*Over 100 years' reputation for quality.*

**A LIMITED SUPPLY AVAILABLE**

*This* ***good*** *cigarette in* ***green*** *packets*

10·1/2
20·24

**CARRERAS · 150 YEARS REPUTATION FOR QUALITY**


CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 1s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

# 'GOLDEN ARROW'

## London-Paris Pullman

*with new*

*'Trianon' Bar*

★ MAXIMUM COMFORT ALL THE WAY

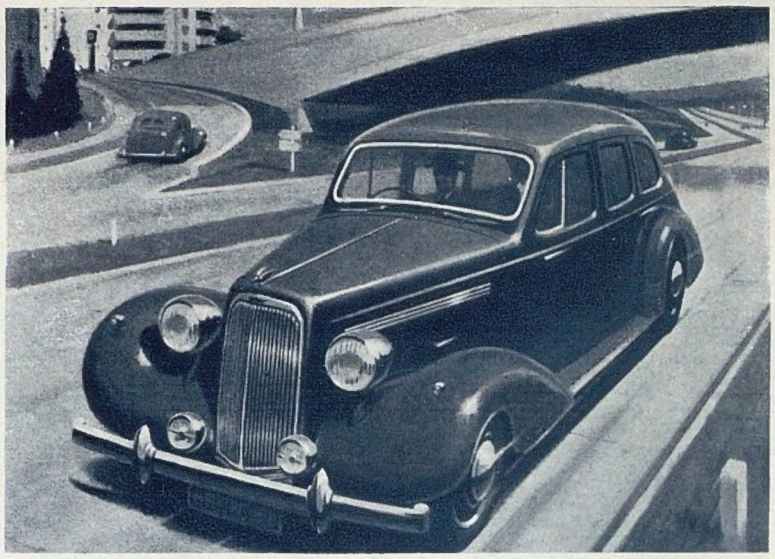
★ SHORT SEA CROSSING
daily via Dover-Calais
by *NEW* T.S. "INVICTA"

**LONDON (Victoria) dep. *9.0 a.m.**
**PARIS (Nord) . . . arr. †5.50 p.m.**
(*Greenwich Mean Time. †French Time.)

*For tickets, seat reservations, etc., apply S.R. CONTINENTAL ENQUIRY OFFICE, Victoria Station, London, S.W.1. or principal Travel Agencies.*

SOUTHERN RAILWAY





## Worthy of the Roads of the New World

On fast modern motorways, as on the primitive roads of remote continents, Humber rides supreme. Docile in traffic, serenely indifferent to changing road surfaces, it is quick in response to the chance to leap ahead. Throughout the world, Humber worthily upholds the British tradition of excellence.

BY APPOINTMENT TO H.M. THE KING
MOTOR CAR MANUFACTURERS
HUMBER LIMITED

# HUMBER

*HAWK · SNIPE · SUPER SNIPE · PULLMAN*

PRODUCTS OF THE ROOTES GROUP



Burlingtons are the perfect alternative to imported Havanas.

Guaranteed made and rolled from the finest imported Havana and other world famous cigar leaf.

**BURLINGTON** *Cigars*
Coronas 2/- Petit Coronas 1/7
*Obtainable from High Class Dealers and Stores*

BURLINGTON CIGARS, 173, NEW BOND ST., W.1



*Playing card QUEEN series: No. 7*

***The Queen was like this in 1816***
Real Queens were represented in a pack of 1816 created in honour of Louis XVIII.

***and like this in 1819***
Queens from a pack of 1819, included Bacchante, wife of Bacchus.




# HIGHLAND QUEEN

GRAND LIQUEUR SCOTCH WHISKY

*never changes . . . .*

MACDONALD & MUIR LTD. Distillers, LEITH, SCOTLAND


PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, NOVEMBER 9, 1946. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.